

Public Involvement Summary CUY-Opportunity Corridor Study, PID 77333 Cuyahoga County, Ohio

Prepared for

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Table of Contents

1.0	Introduction.....	2
2.0	Steering Committee.....	3
2.1	Role and Representation	3
2.2	Committee Meetings.....	3
3.0	Stakeholder Meetings and Interviews	6
3.1	Stakeholder Meetings.....	6
3.1.1	General Stakeholder Meetings.....	6
3.1.2	Business Coordination Meeting	7
3.1.3	Community Meetings	11
3.2	Stakeholder Interviews	34
4.0	Public Meetings.....	37
4.1	First Series of Public Meetings	37
4.2	Second Series of Public Meetings	47
4.3	Third Series of Public Meetings	76
5.0	Project Newsletter.....	112
5.1	The Link, Volume 1	112
5.2	The Link, Volume 2.....	112
6.0	Project Mailing List	113
7.0	Project Website.....	114
8.0	Media Coverage	115
9.0	Public Comments	116
10.0	Public Hearing	117
11.0	Summary.....	118

Appendices

Appendix A	Steering Committee Meeting Materials
Appendix B	Stakeholder Meeting Materials
Appendix C	Public Meeting Materials
Appendix D	Project Newsletters
Appendix E	Media Coverage
Appendix F	Public Comments



1.0 Introduction

The Cleveland Opportunity Corridor project is located in the City of Cleveland, Cuyahoga County, Ohio. The proposed project involves building an urban boulevard with signalized intersections from the I-490/East 55th Street intersection to the East 105th Street/Chester Avenue intersection. The proposed boulevard between the I-490/East 55th Street intersection and Quincy Avenue generally will be built on new alignment, but the stretch from Quincy Avenue to Chester Avenue will be built on existing East 105th Street. The study area includes a number of neighborhoods which include homes, businesses, churches, schools, parks, recreation centers, historic properties, public transportation facilities, and other transportation features. Low income and minority populations are present with the entire study area.

Given the character of the study area, an extensive public involvement (PI) program was utilized for the Cleveland Opportunity Corridor project during two stages of project development:

1. **Early Planning Stage:** during which the Ohio Department of Transportation (ODOT) worked with project stakeholders to gather study area information; understand needs; establish goals and objectives; and identify and evaluate preliminary alternatives. These activities occurred from the fall of 2004 through 2006 and generally consisted of coordination with governmental and community based agencies, as well as individual businesses and institutions.
2. **Alternatives Development Stage:** during which ODOT continued to coordinate with stakeholder organizations, individual stakeholders, and the general public to further refine the project purpose and need; develop and evaluate conceptual alternatives; identify and evaluate feasible alternatives; and identify and recommend the preferred alternative. These activities occurred from the Spring of 2009 through the fall of 2012. During this stage, public input was solicited through various forms of media coverage, stakeholder engagements, public meetings and direct mailings.

Public Involvement activities were monitored throughout project development and were refined as necessary to provide opportunities for meaningful participation from all project stakeholders. This *Opportunity Corridor Public Involvement Summary* documents the PI efforts utilized for the project and summarizes the results of these activities.



2.0 Steering Committee

2.1 Role and Representation

During both project development stages, a Steering Committee was utilized to provide input about the project. The members and role of the Steering Committee changed over time. In the early planning stage, the committee was made up mostly of business, political and transportation agency representatives and leaders of Community Development Corporations. During the alternatives development stage, residents representing each of the study area neighborhoods were added to the Steering Committee. The purpose of the Steering Committee was to represent neighborhood and business interest in the project; encourage public input and participation; and help build support for the project. Steering Committee members represented:

- Buckeye Area Development Corporation
- Buckeye Community
- Burten Bell Carr Development Corporation
- Case Western Reserve University
- City of Cleveland
- City of Cleveland Council (Wards 5, 6, and 12)
- Cleveland Clinic
- Cuyahoga County
- Cuyahoga County Department of Public Works
- Early Stage Partners, LP
- Fairfax Community
- Fairfax Renaissance Development Corporation
- Federal Highway Administration
- Greater Cleveland Partnership (GCP)
- Greater Cleveland Regional Transit Authority (GCRTA)
- Kinsman Community
- Maingate Business Development Corporation
- New Era Builders
- Northeast Ohio Areawide Coordinating Agency (NOACA)
- North Shore Federation of Labor
- Ohio Department of Development
- Ohio Department of Transportation (ODOT)
- Orlando Baking Company
- Slavic Village Development Corporation
- Slavic Village/St. Hyacinth Community
- State of Ohio
- The Cleveland Foundation
- The George Fund Foundation
- The Plain Dealer
- University Circle Community
- University Circle, Inc.
- University Hospitals

2.2 Committee Meetings

Five (5) Steering Committee meetings were held during the early planning stage of the project. The details of these meetings are summarized below:

- The first Steering Committee meeting was held on May 19, 2005 at the NOACA board room. A presentation was given by ODOT. This meeting discussed the role of Steering Committee, described the work completed on the project through the Cleveland Innerbelt Study, presented an overview of transportation issues and goals, as well as recent and planned initiatives within the study area. It also presented corridor-wide preliminary alternatives developed as a result of the Innerbelt study.
- The second Steering Committee meeting was held on June 16, 2005 at Fairfax Renaissance Development Corporation office at Quincy Place. A presentation was given by the City of Cleveland and ODOT. The presentation focused on existing conditions and planned developments within the study area neighborhoods, land use considerations, corridor-wide alternatives and criteria developed to evaluate the alternatives.



- The third Steering Committee meeting was held on August 18, 2005 at Fairfax Renaissance Development Corporation office at Quincy Place. A presentation was given by ODOT. The presentation focused on goals and objectives, red flags within the study area, traffic volumes, refinements to the preliminary alternatives and evaluation criteria details.
- The fourth Steering Committee meeting was held on September 22, 2005 at Fairfax Renaissance Development Corporation office at Quincy Place. A presentation was given by ODOT. The presentation provided a summary of ongoing stakeholder coordination meetings, the coordination of the alternatives with planned developments and the identification of grade separation options at E. 55th Street to address traffic capacity concerns.
- The fifth Steering Committee meeting was held on November 10, 2005 at Fairfax Renaissance Development Corporation office at Quincy Place. A presentation was given by ODOT. The presentation provided a summary of ongoing stakeholder coordination meetings, a summary of reports presented to ODOT, detailed evaluation of the four preliminary alternatives and draft recommendations of alternatives to be studied further.

Seven (7) Steering Committee meetings were held during the alternatives development stage. The details of these meetings are summarized below:

- The sixth Steering Committee meeting was held on May 15, 2009 at the Cleveland Plain Dealer conference room. This was the first meeting of a reconvened Steering Committee following a period of project inactivity. A presentation was given by Greater Cleveland Partnership. The presentation redefined the role of the Steering Committee, provided an overview of project goals and work performed to date, and identified upcoming committee activities.
- The seventh Steering Committee meeting was held on September 1, 2009 at Greater Cleveland Partnership's facility. Presentations were given by ODOT, Greater Cleveland Partnership, and the City of Cleveland. This meeting provided an overview of the study process, the goals and objectives, a summary of the information gathered to date, and the conceptual alternatives. The information gathered was used to refine the information presented at Public Meeting #1.
- The eighth Steering Committee meeting was held on March 11, 2010 at the Karamu House in Cleveland. Presentations were given by ODOT, Greater Cleveland Partnership, and the City of Cleveland. ODOT's presentation focused on alignments and details of the conceptual alternatives. A handout was distributed displaying three alternatives within each of the three sections of study area. GCP provided an overview of the comments received from the public. Their consultant's presentation focused on two of the City's identified economic development areas. A context sensitive solutions (CSS) workshop was also conducted as part of the Steering Committee meeting. The workshop introduced the concept of CSS and solicited Steering Committee input regarding landform, roadway, roadside, vegetative and community elements. An exercise was performed for the Committee to rank the applicability and prioritization of these elements.
- The ninth Steering Committee meeting was held on September 8, 2010 at The Plain Dealer facilities in Cleveland. Presentations were given by ODOT and the City of Cleveland. The City's presentation provided an overview of land use changes recently adopted by the City of Cleveland. ODOT's presentation provided an evaluation of the conceptual alternatives and the recommendation of alternatives to be further developed.

- The tenth Steering Committee meeting was also held at the Plain Dealer facilities in Cleveland on July 7, 2011. Presentations were given by the Greater Cleveland Partnership and ODOT. On behalf of the City of Cleveland, GCP provided an overview of the US EPA Brownfield Planning Grant, grants awarded by the George Gund, Cleveland and Mather Foundations, and an Economic Impact Study being conducted by Allegro Realty Advisors. ODOT's presentation focused on the Recommended Preferred Alternative as well as the project's next steps and schedule.
- The eleventh Steering Committee meeting was held at GCP on November 16, 2011. Presentations were given by ODOT, Allegro Realty Advisors, and City Architecture. HNTB's presentation summarized the public meeting in July 2011 and showed updates to the preferred alternative. Allegro Realty Advisors presented the results of land use forecasting models. City Architecture presented proposals for development after the construction of the preferred alternative.
- The twelfth Steering Committee meeting was held at GCP on November 29, 2012. A presentation was given by ODOT. The presentation provided an overview of refinements to the preferred alternative based on ongoing engineering activities, and presented the current project impacts and costs. The presentation also discussed the status of environmental studies, future project activities and implementation strategies.

Steering Committee meeting materials are included in **Appendix A**.

3.0 Stakeholder Meetings and Interviews

3.1 Stakeholder Meetings

Stakeholder input was solicited throughout the early planning and alternatives development stages of the project. During the early planning stage, stakeholder engagements were generally convened with governmental agencies (federal, state, county, city) and non-profit and quasi-governmental organizations (metropolitan planning organization (MPO), regional transit authority, Community Development Corporations, universities, hospitals, museums, etc.). These entities had facilities and ongoing initiatives within the study area. Meetings with additional stakeholders (businesses, neighborhood groups, etc.) were also conducted when identified by the CDC's or requested by the individual stakeholder. Efforts included Steering Committee meetings, individual CDC meetings, MPO presentations, elected officials meetings, individual stakeholder meetings, and various project coordination meetings. These early meetings provided ODOT with a better understanding of the study area including: transportation deficiencies, site constraints, and planned initiatives. The meetings helped ODOT develop "red flag" mapping, prepare an existing and future conditions report, develop project goals and objectives and draft the preliminary purpose and need statement. They also guided the development of the four corridor wide preliminary alternatives that were presented at the first public meeting.

3.1.1 General Stakeholder Meetings

Stakeholder meetings continued throughout the alternatives development stage of the project. These included additional coordination with the governmental, quasi-governmental and non-profit entities as well as individual property and business owners within the study area. Many of these engagements were the result of stakeholder attendance at public meetings or in response to media coverage of the project. These individual and group engagements helped ODOT develop and evaluate the conceptual alternatives, develop feasible alternatives and recommend the preferred alternative. A list of stakeholders within the study area that ODOT consulted during project development is included below. Additional stakeholder engagement also occurred during formal business, community and public meetings identified in subsequent sections of this report.

- Federal Highway Administration (FHWA)
- Ohio Department of Development (ODOD)
- Northeast Ohio Areawide Coordinating Agency (NOACA)
- Northeast Ohio Regional Sewer District (NEORS)
- Greater Cleveland Regional Transit Authority (GCRTA)
- Greater Cleveland Partnership (GCP)
- Cuyahoga County
- City of Cleveland
- Cleveland Metropolitan Housing Authority (CMHA)
- Cleveland Industrial Retention Initiative (WIRE-NET)
- Public and private utility companies (numerous)
- Buckeye Area Development Corporation
- Burten Bell Carr Development Corporation
- Fairfax Renaissance Development Corporation
- Maingate Business Development Corporation
- Slavic Village Development Corporation
- University Circle Incorporated (UCI)
- Case Western Reserve University (CWRU)
- Cleveland State University Levin College of Urban Affairs



- Cleveland Playhouse
- Cleveland Children's Museum
- Cleveland Museum of Natural History
- Cleveland Museum of Art
- Cleveland Botanical Gardens
- Western Reserve Historical Society
- Cleveland Hungarian Society
- Norfolk Southern Corporation
- Cleveland Clinic Foundation
- University Hospitals Health System
- Mt. Sinai Baptist Church
- Orlando Baking Company
- Miceli's Dairy Products, Inc.
- Forge Products Corporation
- Quality Stamped Products
- ACME Krivansek Iron Works
- Brost Foundry
- Final Cut
- AMCLO
- Ohio Brush
- McTech Corporation
- Poise Entertainment and Education
- National City Bank

3.1.2 Business Coordination Meeting

A business coordination meeting for the Opportunity Corridor Project was facilitated by Greater Cleveland Partnership on Tuesday, December 8, 2009 from 9:30 am to 11:30 am. The purpose of this meeting was to present the project to the area's local business community. This meeting was held in the same location as the first public meeting - the Cleveland Playhouse, 8500 Euclid Avenue, Cleveland, Ohio 44106. It was chosen for many of the same reasons as the public meeting. Other locations, such as at a local business, were considered. However, they were dismissed due to the space restrictions and the view that some businesses may not be seen as neutral ground. The following sections summarize the activities that were completed prior to, during, and subsequent to that meeting. Meeting materials are included in **Appendix B**.

3.1.2.1 Advertising

Advertising for the business meeting was done via fliers mailed to all businesses within the City-defined community benefit area for the Opportunity Corridor project.

3.1.2.2 Business Meeting

Twenty five (25) individuals representing 20 local businesses attended the business coordination meeting. Of the 20 businesses, eight of them were located within the project study area, seven within in the community benefit area, and five in close proximity to the project area. The doors to the meeting were opened at 9:30 am to allow attendees to browse exhibits and review information about the project. At 10:00 am, individuals from the Greater Cleveland Partnership, City of Cleveland, and ODOT provided an overview of the study process, the goals and objectives, project team, a summary of the information gathered to date, and the conceptual alternatives. After the presentation, attendees had the opportunity to ask members of the project team questions regarding the project. Questions and comments were responded to directly by project team



members during the meeting. ODOT tabulated the list of comments; however, formal responses to the comments were not documented.

3.1.2.3 Comments

Comments about the Opportunity Corridor project were collected at the business coordination meeting. Business owners and representatives were given the opportunity to ask questions to the project team and were also provided with a comment sheet (also used for Public Meeting #1) to submit written comments. Following the meeting, businesses were allotted two weeks to submit comments about the project in order to be included in the summary for the meeting. A copy of the Public Meeting #1 handout and comments sheet were mailed to all businesses within the study area that did not attend the meeting.

The business owners' concerns focused mainly on the relocation and construction process. The businesses that may be relocated wanted to be kept informed on the acquisition process, as well as the timeline for determining a final alignment so they could plan accordingly. Businesses within the study area that would not need to be relocated were concerned about access for their customers during construction. ODOT continued to keep stakeholders informed on the alternative selection and acquisition processes and schedules as the project advanced. Maintenance of traffic during construction was evaluated in more detail in the Draft Environmental Impact Statement (DEIS). Overall, there were no comments resulting from the business coordination meeting that changed which alternatives were recommended for further study. Business stakeholder comments did, however, helped to formulate the process for the next set of public meetings. The specific oral comments and written comments are provided below.

Oral Questions/Comments

Oral questions and comments were responded to directly by project team members during the business coordination meeting. The specific responses were not recorded.

- What will happen with the traffic volumes at the intersection of East 55 and I-490?
- What would the time line be for (business) relocation?
- What drives the decision on what the route of the corridor will be, specifically the middle section of the two alternatives? No knowing where this is going to be prohibits future business planning.
- How will you evaluate adverse effects due to constructions if business is not being taken, but needs to sustain through construction (traffic, etc.)?

Written Comments

The written comment sheet contained two different sets of questions. The first set of questions was developed to better understand community assets and concerns. A second series of questions asked about meeting scheduling so that project team could best align public involvement activities to meet the general needs of the stakeholders. The information gathered by these questions allowed the project team to understand the role that various modes of transportation play within the community and how transportation investments could affect this role.

Below are the specific questions asked on the comment sheets (bold, italicized text), followed by the responses of meeting participants who returned the comment forms. Responses are preceded



by "A". Each "A" indicates a single response from the public. Project team responses are preceded by "→".

Community

Q: Where is your business located?

A: Bruder Inc. - Woodland between E 89th Street and E 93rd Street

A: North Coast Paving Co. - Woodhill and Quincy

Q: Describe your business and your markets?

A: Building materials sales - contractors and retail.

A: Excavation, grading, and asphalt paving contractor.

Q: Generally how do your employees travel to work?

A: 90% car and 10% walk

A: 100% car

Q: What mode of transportation do you believe has insufficient access to your business?

A: A: None

Q: Do you know what percentage of your employees live around your business? If so, what is the percentage?

A: 20%

A: 50%

Q: Are you having any difficulty moving your goods or products to and from your business?

A: A: No

Q: Are there any access improvements you or your employees would benefit from as a result of the Opportunity Corridor Project?

A: It depends on where it is located.

A: Yes. It would make it much easier to get to/from the interstate.

Q: Are there any supporting or other types of businesses that you could benefit from if they locate near your business?

A: Yes. Increase contractor sales.

Q: Do you have any expansion plans in the future?



A: Yes. Outdoor displays.

A: No

Q: Are there any design aspects of the proposed roadway improvement that are particularly important to you?

A: Neighborhood/business area access, corridor/street design/art/etc, cross-street locations

A: Cross-street location (access to/from Quincy)

Q: Are raw materials delivered to your business?

A: Yes, via truck

Q: What modes of transport do you use to distribute your products?

A: Truck

Q: What are the most critical aspects of your materials supply and distribution chain we need to be aware of for our work on the Opportunity Corridor Project?

A: If our customers can't get to us easily during construction you will ruin us.

→ The business owners' needs and concerns listed above were incorporated into the project files and in the evaluation matrix for the feasible alternatives.

Scheduling

Q: What location would be convenient for you to attend a meeting?

A: Cleveland Play House

Q: What time of day or night would be convenient for you to attend a meeting?

A: Mid-day

Q: What day of the week would be convenient for you to attend a meeting?

A: Monday through Friday

→ The above responses were considered when planning subsequent public outreach efforts.

3.1.3 Community Meetings

Neighborhood meetings were facilitated by Greater Cleveland Partnership in each of the neighborhoods located in the project study area (i.e., Fairfax, University Circle, Slavic Village or North Broadway, Kinsman, and Buckeye). A similar meeting format was used for each meeting to share project information with residents, give them an opportunity to ask questions, and to allow the project team to learn more about each neighborhood. The community meetings are discussed in the following sections. Meeting materials are included in **Appendix B**.



3.1.3.1 Fairfax Community Meeting

A meeting to present the project to the Fairfax community was held on Thursday, November 12, 2009 from 5:30 pm to 7:00 pm. The meeting was held at the Langston Hughes Center, 2390 East 79th Street, Cleveland, Ohio 44104. This facility is located within the Fairfax neighborhood, but it is slightly outside of the study area boundary. The Center is located along bus lines served by both Woodland Avenue and E.79th Street and is home to Senior Outreach Services. The Center is also home to the Cleveland Clinic's Community Health Outreach Center which is a student-run medical health clinic. Therefore, this was a well-known landmark in the Fairfax community and viewed as a safe and inviting location by the Fairfax residents. Prior to being located in Langston Hughes Center, Senior Outreach Services was located near E.105th Street in the study area and is still well attended by residents who live in the project study area. The following sections summarize the activities that were completed prior to, during, and subsequent to the meeting.

3.1.3.1.1 Advertising

Advertising for this community meeting was done via fliers distributed by Fairfax Renaissance Development Corporation with the community's quarterly newsletter to all residents who live within or adjacent to the study area for the Opportunity Corridor project. Approximately 1,000 meeting fliers were delivered to the residents in Fairfax.

3.1.3.1.2 Meeting

Twenty-six (26) individuals attended the community meeting held in Fairfax at the Langston Hughes Center. The doors to the meeting were opened at 5:30 pm to allow attendees to browse exhibits and review information about the project. At 6:00 pm, individuals from the City of Cleveland, Fairfax Development Corporation and ODOT provided an overview of the study process, the goals and objectives that had been developed by the project team, a summary of the information gathered to date, and the conceptual alternatives.

After the presentation, a breakout session was held where the meeting attendees broke into small groups with members of the project team. This gave the attendees an opportunity to ask specific questions about the project and also gave the project team an opportunity to ask residents questions about their community. The project team collected data about the residents and also collected information about the resources within the community of Fairfax. The data was utilized to identify current and desired transportation modes and destinations within the neighborhood.

3.1.3.1.3 Comments

Attendees were given the opportunity to direct questions to the project team at the meeting and were given a comment sheet to submit written comments. Following the meeting, the public was allotted two weeks to submit written comments about the project in order to be included in the summary for the meeting. People who attended the meeting were encouraged to submit comments at the meeting or via mail service using the self-mailer form included in their handout with pre-paid postage.

The main themes of the residents' comments were concerns over relocation and concerns about how the local neighborhoods will benefit from the project. As a result of these comments, information regarding the federal-aid land acquisition and relocation process was incorporated into the presentations for subsequent public meetings. The project team also continued to work to avoid and minimize relocation impacts during the development of alignment details. Economic development and workforce development efforts are being coordinated by the City of Cleveland. If planned development occurs, it could create more local jobs in both the short- and long-term.



Constructions jobs would be created to build the proposed boulevard. Additionally, future land development activity could provide construction and permanent job opportunities. The proposed boulevard design is also meant to encourage community cohesion and revitalize the surrounding neighborhoods through context sensitive design and multi-modal connectivity. Public comments also helped to formulate the process for the next set of meetings, including meeting times, locations and content.

Oral Questions/Comments

Oral questions and comments were responded to directly by project team members during the community meeting. The specific responses were not recorded.

- What are the types of future jobs?
- How will the people in the community have access to these future jobs?
- Have people who may be impacted been approached? Have these people been asked if they want to move because some people may not be interested in being bought out?
- What consideration is being given to residents left in the areas where proposed growth is?
- Is the roadway going to be like Euclid Corridor and cut the residents off so they don't have through access?
- What will the lanes be along the corridor? Especially along East 105th Street.
- Where is the building on Cedar that FRDC is working on and what is occupying it?
- What is the timeline?
- What are the benefits to our community? The Cleveland Clinic has never reached out to our neighborhood, how will this be different? What about training facilities in Ward 6?
- How do you gauge if the No-Build alternative should move forward? This should be put on the ballot for a Democratic vote.

Written Comments

The written comment sheet contained two different sets of questions. The first set of questions asked about meeting scheduling so that the project team could best align public involvement activities to meet the general needs of the stakeholders. A second series of questions was also developed to better understand community assets and concerns. The information gathered by these questions allowed the project team to understand the role that various modes of transportation play within the community and how transportation investments could affect this role.

Below are the specific questions asked on the comment sheets (bold, italicized text), followed by the responses of meeting participants who returned the comment forms. Responses of the meeting participants are preceded by "A". Each "A" indicates a single response from the public. Project team responses are preceded by "→".

Scheduling



Q: What location would be convenient for you to attend a meeting?

A: Fairfax

A: A: A: A: Langston Hughes Center

A: Quincy, Fairfax, Langston Hughes Center

Q: What time of day or night would be convenient for you to attend a meeting?

A: A: A: A: Evening

A: Afternoon

A: 11:00 am - 1:00 pm

Q: What day of the week would be convenient for you to attend a meeting?

A: Monday, Tuesday, Thursday

A: Any day during the week

A: Thursday

A: Wednesday

A: A: Any Day

→ The above responses were noted and taken into consideration when planning subsequent public outreach for the project.

Community

Q: What do you like most about your neighborhood?

A: Historic sites and new home developments. Close to University Circle, Case Western Reserve University, Museums.

A: Nothing.

A: The new Quincy Place because it helps people in need.

A: Location.

A: Good location to reach any part of the City. Close to bus, rapid, hospitals, mall freeway, stores, church, etc.

A: Well it used to be a beautiful neighborhood, but now it's really just drug infested crack houses.

Q: What do you like least about your neighborhood?

A: Depreciation, school systems, limited business growth.



A: A: A: A: The vacant lots.

A: Vacant lots, unlighted areas are unsafe, girls standing on corners, police response.

Q: *How long have you lived in your neighborhood?*

A: Have been working in the community for 10 years.

A: 61 years.

A: Since 1985.

A: 65 years.

A: 25 years.

A: Family has lived in area for 38 years.

Q: *What is your biggest obstacle to get to the grocery store, shopping, doctor, church or other activity?*

A: Bus line.

A: The distance, none in the immediate community of Arthur, Hudson, Frank, Quebec.

A: There are no close stores, you have to drive everywhere.

A: A: A: No obstacles

Q: *What are the most important improvements that need to be made to the neighborhood?*

A: Streets, vacant lots, new small businesses.

A: A: Rebuilding or improving the neighborhood.

A: Police clean up.

A: Tear down subpar buildings.

A: Rehab vacant houses.

→ The comments listed above were incorporated into the project files and helped the project team understand items of importance in the community and the community's opinion regarding a lack of community cohesion created by vacant land and buildings.

3.1.3.2 University Circle Community Meeting

A meeting was to present the project to the University Circle community was held on Tuesday, January 26, 2010 from 5:30 pm to 7:30 pm. The meeting was held at the Judson Manor Ballroom, 1890 East 107th Street, Cleveland, Ohio 44106. Judson Manor, which is located within the University Circle neighborhood and at the northern end of the study area, and has been the site of many past public meetings hosted by University Circle Inc. Therefore, it is a well-known location for residents



and employees in University Circle. There was ample free parking adjacent to the meeting site to accommodate the anticipated attendance. Additionally, the facility was located in close proximity to a GCRTA bus line running along E.105th Street. Most of the other sites within the study area with space large enough to host the community meeting are facilities owned by Cleveland Clinic. As a result, they were not viewed as accessible for the general public and, therefore, were not chosen. The following sections summarize the activities that were completed prior to, during, and subsequent to the meeting.

3.1.3.2.1 Advertising

University Circle Incorporated (UCI) distributed an email to the UCI institutional member marketing association, media contacts, UCI employees, and neighborhood and employee stakeholders that had requested information on public meetings in the Circle. The email advertisement was also distributed to all of the neighboring CDC directors who were asked to share the information with their constituents. UCI also sent an email to Case Western Reserve University's Director of the Center for Community Partnership, who then forwarded the information to neighborhood residents.

Fliers were also used to advertise the meeting. Fliers were also posted at all major multi-family residential buildings within the neighborhood, including Abington Arms, Commodore Place, Park Lane Villa, Judson Manor, and University East.

3.1.3.2.2 Meeting

Thirty-nine (39) individuals attended the University Circle community meeting held in the Ballroom at Judson Manor. The doors to the meeting were opened at 5:30 pm to allow attendees to browse exhibits and review information about the project. At 5:45 pm, individuals from Greater Cleveland Partnership, the City of Cleveland and ODOT provided an overview of the study process, the goals and objectives that had been developed by the project team, a summary of the information gathered to date, and the conceptual alternatives.

After the presentation, a breakout session was held where the meeting attendees broke into small groups with members of the project team. This gave the attendees an opportunity to ask specific questions about the project and also gave the project team an opportunity to ask residents questions about their community. The project team collected data about the residents and also collected information about the resources and transportation within the community of University Circle.

3.1.3.2.3 Comments

Attendees were given the opportunity to direct questions to project team members at the meeting and attendees were given comment sheets to submit written comments. Following the meeting, the public was allotted two weeks to submit comments about the project in order to be included in the summary of the meeting. People who attended the meeting were encouraged to submit comments at the meeting or via mail service using the self-mailer form included in their handout with pre-paid postage.

Resident's comments focused mainly on providing better access and mobility to the area by creating multi-modal infrastructure, as well as encouraging a project design that would facilitate economic development opportunities. The proposed boulevard is designed to include bike and pedestrian facilities that would improve multi-modal access and mobility. The alternatives considered also provide greater opportunities for economic development. Comments also helped to formulate the process for subsequent meeting times and locations.

Oral Questions/Comments



Oral questions and comments were responded to directly by project team members during the community meeting. The specific responses were not recorded.

- What is the difference between a highway and a boulevard?
- What about marginal roads?
- What is the design speed?
- Will it quicken access to University Circle?
- Will it save time?
- How will this affect mobility, speed, and access to locations in the study area?
- Is the mobility to the Fairhill area being looked at?
- Is there support of public infrastructure within the circle? (for current institutions)
- Are RTA station effected directly by the Opportunity Corridor?
- What research has been done or example projects have been looked at or studied that has brought economic development? For this amount of money, what existing studies show building infrastructure brings economic development?
- Case study: Minneapolis compared to Cleveland. What were existing conditions before and after the project?
- What drives the demand to use this corridor?
- How are properties being bought, condemned, or demolished in the area? By whom and how?
- Is there a website or access to files?
- Can other public comments be posted on the website for others to view?
- How do you pull information off the of Greater Cleveland Partnership website?
- Tudor Arms Hotel is still in the planning phase. Empty right now.

Written Comments

The comment sheet contained two different sets of questions. The first set of questions was developed to ask about meeting scheduling so that the project team could best align future public involvement activities to meet the general needs of the stakeholders. A second series of questions was also developed to better understand community assets and concerns. The information gathered by these questions allowed the project team to understand the role that various modes of transportation play within the community and how transportation investments could affect this role.



Below are the specific questions asked on the comment sheets (bold, italicized text), followed by the responses of meeting participants who returned the comment forms. Responses of the meeting participants are preceded by "A". Each "A" indicates a single response from the public. Project team responses are preceded by "→".

Scheduling

Q: What location would be convenient for you to attend a meeting?

A: Anywhere

A: A: A: University Circle

A: A: A: University Circle, Judson Manor

Q: What time of day or night would be convenient for you to attend a meeting?

A: A: A: Evening

A: No preference

A: Early evening

A: A: 5:30 pm

Q: What day of the week would be convenient for you to attend a meeting?

A: Not Tuesday

A: A: A: A: No preference

A: A: Monday, Wednesday, Thursday

A: Tuesday, Wednesday, Friday

A: Tuesday, Wednesday

→ The above responses were noted and taken into consideration when planning subsequent public outreach for the project.

Community

Q: Do you live, work and/or play in the Study Area?

A: I work and "play" in the study area. I travel these routes from E. 55th Street and I-490 at least twice a day.

A: Live (6 months), play (all my life)

A: Work (RTA transit development), play (museums and other events)

A: No, I visit often for work.



A: No

A: Live (12 years, work (1 year)

A: Work (6.5 years). Kids go to high school and college here. Use museums, would like to shop here.

Q: What do you like most about the University Circle neighborhood?

A: Access to culture

A: Stimulation and choices, culture, food, mix of people, music choices, park land, old trees and easy street crossings.

A: Diversity of usages, residents and cultures. There is something for everyone. It is a very energetic area, especially with college activities and students.

A: The beauty of it, its green space, monumental architecture, and convenient location.

A: They cultural facilities, my gym.

A: Safety

A: Convenient. Cultural

A: Beautiful building, landscape, lots of people, culture, few, but good restaurants.

Q: What do you like least about the University Circle neighborhood?

A: Congestion in the University Circle neighborhood without regarding the number of routes into University Circle. There is good access already. There is not congestion @ I-490 and E. 55th Street. I am there at least twice a day.

A: Need litter cleanup and new sculpture around the art museum. The current one looks old fashion.

A: Lack of cohesive way finding between transportation modes, although it has improved significantly.

A: Traffic level and parking

A: Early morning automobile traffic

A: A: Traffic

A: Not enough high end housing or permanent residents. Need shopping areas. Need shared shuttles to link transportation modes.

Q: How do you typically travel within the Study Area?

A: A: A Car



A: A: Car and walk

A: Rail and Car (for personal use on the weekends)

A: Car, Health Line, Red Line.

A: RTA Rapid

Q: *What is your biggest obstacle when traveling to shopping, dining, doctor, church or other activity?*

A: Parking

A: Distance. Perhaps a super market would be helpful and a few neat high style stores. We are a little tacky.

A: Ability to walk between locations that are not in the core University Circle area. Crossing some of the major streets, such as Carnegie, are too wide for pedestrian comfort.

A: The destinations are spread out.

A: Time

A: A: Traffic

A: None

Q: *What are the most important improvements that need to be made to the University Circle neighborhood?*

A: Development of existing access areas to the circle. We need better development of existing needs not new ones.

A: Safety is always a concern. More outreach from the institutions here, particularly CWRU.

A: Higher coordination/engagement with adjacent neighborhoods such as Hough, Fairfax, etc.

A: Enhance access to public transit. Have institutions work together.

A: Continue adding housing

A: Getting in and out, safety.

A: More shops, residents, and housing to attract people

→ The comments listed above were incorporated into the project files and will helped the project team understand concerns about congestion and desires to enhance multi-modal opportunities within the community.

3.1.3.3 St. Hyacinth Community Meeting



A meeting, co-hosted by Slavic Village Development Corporation and the neighborhood block group, was held to present the project to the St. Hyacinth community on Thursday, January 28, 2010 from 6:00 pm to 8:00 pm. The meeting was held at Edgewood Park, 3215 East 55th Street, Cleveland, Ohio 44127. This facility is located within the St. Hyacinth neighborhood and slightly south of the project study area. Since the St. Hyacinth Church was closed, the portion of the St. Hyacinth neighborhood located within the study area lacked locations with parking and sufficient meeting space to hold a community meeting. Edgewood Park is a newer community facility with free adjacent parking. It was well known to the residents and was located along several GCRTA bus lines. The meeting date and time were chosen in coordination with and as a part of a regularly scheduled St. Hyacinth Community Coalition Block Group meeting. The following sections summarize the activities that were completed prior to, during, and subsequent to the meeting.

3.1.3.3.1 Advertising

Community leaders delivered fliers door-to-door to residents who live in the north part of the St. Hyacinth neighborhood. This area is within the study area for the Opportunity Corridor project. In addition, approximately 550 fliers were sent via mail service to the residents within and adjacent to the study area. The meeting was also advertised on the front page of the free weekly newspaper, *Neighborhood News*. The meeting was also on the monthly community calendar, which is widely distributed to community leaders.

3.1.3.3.2 Meeting

Twenty-six (26) individuals attended the community meeting held in St. Hyacinth at Edgewood Park. The doors to the meeting were opened at 6:00 pm to allow attendees to browse exhibits and review information about the project. At 6:15 pm, individuals from Greater Cleveland Partnership, the City of Cleveland and ODOT provided an overview of the study process, the goals and objectives that had been developed by the project team, a summary of the information gathered to date, and the conceptual alternatives.

After the presentation, a breakout session was held where the meeting attendees broke into small groups with members of the project team. This gave the attendees an opportunity to ask specific questions about the project and also gave the project team an opportunity to ask residents questions about their community. The project team collected data about the residents and also collected information about the resources and transportation within the community of St. Hyacinth.

3.1.3.3.3 Comments

Attendees were given the opportunity to direct questions to members of the project team at the meeting, and comment sheets were available for attendees to submit written comments. Following the meeting, the public was allotted two weeks to submit comments about the project in order to be included in the summary for the meeting. People who attended the meeting were encouraged to submit comments at the meeting or via the mail using the self-mailer form included in their handout with pre-paid postage.

Resident's concerns focused mainly on relocation and concern about neighborhood impacts, access, project timelines and development (job) opportunities for the neighborhood. Following the meeting, an additional alternative was developed within this community to provide full access for a grade separation at E. 55th Street. Project timelines will continue to be incorporated into future public involvement activities. Construction and permanent job opportunities could be created as referenced in the Fairfax Community meeting summary of this document. Public comments also helped to formulate the process for subsequent meeting times and locations and content. The

specific oral comments and written questions considered with answers provided on the returned comment sheets are provided below.

Oral Questions/Comments

Oral questions and comments were responded to directly by project team members during the community meeting. The specific responses were not recorded.

- There are a lot of vacant properties. How does this interface with alignments and minimizing impacts?
- How will property values be determined?
- What should we do about investment of current personal properties? How is project going to be paid for? What is the schedule?
- What is the timeline for Step 8 through construction?
- Will anything be done about the noise for current residents, during construction, and after the roadway is built?
- What is the width of the roadway?
- What type of traffic will be using the roadway?
- Are there any Slavic Village investment opportunities?
- Reinvesting within the community is important to the residents.

Written Comments

The comment sheet contained two different sets of questions. The first set of questions was developed to ask about meeting scheduling so that the project team could best align future public involvement activities to meet the general needs of the stakeholders. A second series of questions was also developed to better understand community assets and concerns. The information gathered by these questions allows the project team to understand the role that various modes of transportation play within the community and how transportation investments could affect this role.

Below are the specific questions asked on the comment sheets (bold, italicized text), followed by the responses of meeting participants who returned the comment forms. Responses of the meeting participants are preceded by "A". Each "A" indicates a single response from the public. Project team responses are preceded by "→".

Scheduling

Q: What location would be convenient for you to attend a meeting?

A: A: A: A: Edgewood Park

A: A: A: No preference



A: Central Avenue/East 71st Street (Jokes)

A: Close to St. Hyacinth/Broadway

Q: *What time of day or night would be convenient for you to attend a meeting?*

A: A: A: Evening

A: A: 6:00 pm

A: Early evening

A: Late afternoon

A: No preference

Q: *What day of the week would be convenient for you to attend a meeting?*

A: Wednesday, Thursday

A: A: A: No preference

A: Monday

A: Thursday, Tuesday, Monday

A: Tuesday, Thursday

A: Saturdays

A: Thursday

→ The above responses were noted and taken into consideration when planning subsequent public outreach for the project.

Community

Q: *Do you live, work and/or play in the Study Area?*

A: I live within a 1/4 mile of the boundary of the study area.

A: A: A: Lived on Butler Avenue for 15 years

A: Live and Work (4 years). Our building is our home and work space/office.

A: Work (14 years), live (4 years)

A: 14 year resident, 2 year WCF (non-profit)

A: Moved here in 1999

A: Have lived here for 2.5 years



Q: What do you like most about the St. Hyacinth neighborhood?

- A: It is a nice pocket neighborhood. Has a nice park attracting artists at Hyacinth Lofts. Strong neighbors and block clubs.
- A: Different cultures get along well. Close proximity to shopping and freeway.
- A: Diverse cultures, accessibility, growing community (resurgence).
- A: Friends and convenience to travel
- A: Convenient location, Slavic Village potential, diversity (people, culture, etc)
- A: Close to most places.
- A: Historical, family, and social services, vibrant neighborhood.
- A: The location to downtown and surrounding areas
- A: Easy access to freeways and downtown Cleveland

Q: What do you like least about the St. Hyacinth neighborhood?

- A: Abandoned industrial sites, bordered by several eyesore scrap companies, safety, constant dirt on East 55th from the scrap yards, very little retail or services.
- A: Gangs moving in, bad press in the media, people breaking into houses to get copper.
- A: Being in limbo about the future of our neighborhood, the closing of St. Hyacinth Church which was a cornerstone to our community.
- A: Garbage
- A: Scrap yards, dirty, bad neighbors, eyesore, and crime magnet to “scrappers”.
- A: As it ages, our area seems to receive less attention from city services like RTA, etc.
- A: Slavic Village and outsiders who do not care, only about money, and live in fantasy visions.
- A: No community mobility, streets unsafe, improper street lighting, too many trucks using main roads (East 65th Street)
- A: The property values are in the toilet. Investors don’t want to buy them.

Q: How do you typically travel within the Study Area?

- A: Living on East 55th Street, I use I-490 to get everywhere. Use East 55th Street to get to University Circle via Carnegie or Euclid Avenue. There is no easy way to get to museums, Little Italy, or Cleveland Heights.
- A: A: A: A: A: Car

A: St. Hyacinth local streets, East 65th Street, Broadway, East 55th Street, I-490, I-77

A: Car and walk

A: Bicycle and bus

Q: *What is your biggest obstacle when traveling to shopping, dining, doctor, church or other activity?*

A: No issues going west via I-490, but difficult to get to University Circle, East 55th Street north of Grand very congested, lots of lights, doesn't feel safe.

A: None

A: The closing of Bower Avenue

A: Snow and the lack of removal

A: There is nothing in the Hyacinth local area. I must go out of the local area to access any of these destinations. There are lots of places to the west to access. It is longer to go to east to get to University Circle area, etc.

A: Must drive, few amenities like stores, gas stations, restaurants.

A: Lack of bus routes and cost of fares

A: Trucks parked at Empire Plow blocking roadway.

A: Snow, traffic congestion at Broadway and East 55th Street, northbound East 55th Street congestion.

Q: *What are the most important improvements that need to be made to the St. Hyacinth neighborhood?*

A: Find re-use for closed Church, get rid of scrap yards, vacant lo re-use, rehab new homes, build off of Hyacinth Lofts, do off-road bike trail to Morgana Run Trail.

A: More police surveillance, improve lots and empty areas, try to keep the Churches that we still have left.

A: Retail shopping, improved roads.

A: Removal of empty, run down houses.

A: Clean up scrap yard mess. Demolish vacant/abandoned houses. Bring in grants for gardens and housing development.

A: This area was once very viable because of close proximity to jobs. Effort must be made to connect current resident to work, transportation, etc.

A: Utilities, industrial presence, employment opportunities, community support systems.



A: More traffic enforcement for speeders.

A: Incentives to promote local business development, jobs nearby to support local residents, more law enforcement presence, my house has become a fortress.

→ The comments listed above were incorporated into the project files and helped the project team understand the desire to maintain and improve transportation access and mobility, frustration with industrial land use adjacent to residential areas and concern for decline within the community.

3.1.3.4 Kinsman Community Meeting

A meeting to present the project to the Kinsman community was held on Wednesday, February 3, 2010 from 6:00 pm to 8:00 pm. The meeting was held at Elizabeth Baptist Church, 8005 Holton Avenue, Cleveland, Ohio 44104, which is located in the center of the Kinsman neighborhood within the project study area and immediately adjacent to the residential areas that may be impacted by the project alternatives. A church was chosen due to its reputation as a safe and inviting location within the community. The meeting was held on a Wednesday, when weekly Bible study was taking place in the main church. It was anticipated that some Bible study attendees would come to the community meeting after Bible study, since they were in the same building. The Church has ample free adjacent parking, as well as GCRTA bus service along E.79th Street. There are very few other locations within the project study area within the Kinsman neighborhood that could hold a meeting of this size. The following sections summarize the activities that were completed prior to, during, and subsequent to that meeting.

3.1.3.4.1 Advertising

Fliers were mailed to approximately 850 residents who live within the City-defined community benefit area for the Opportunity Corridor project. Many of these fliers were returned as undeliverable due to vacant houses and/or lots within the area. In addition to the mailing, Burten Bell Carr Development Corporation (BBC) mailed fliers to 300 residents living in the Community Apartments located on Woodland Avenue. BBC also had fliers posted and available at their office located on Kinsman.

3.1.3.4.2 Meeting

Fifty-one (51) individuals attended the community meeting held in Kinsman at the Elizabeth Baptist Church. The doors to the meeting were opened at 6:00 pm to allow attendees to browse exhibits and review information about the project. At 6:15 pm, individuals from Greater Cleveland Partnership, the City of Cleveland and ODOT provided an overview of the study process, the goals and objectives that had been developed by the project team, a summary of the information gathered to date, and the conceptual alternatives. After the presentation a formal question and answer session was held. The question and answer session lasted an extended period of time; Therefore, only a few residents stayed for the break out session where members of the project team discussed the project and community in more detail.

3.1.3.4.3 Comments

Attendees were given the opportunity to direct questions to members of the project team at the meeting, and comment sheets were provided to attendees to submit written comments. Following the meeting, the public was allotted two weeks to submit comments about the project in order to be included in the summary for the meeting. People who attended the meeting were encouraged to



submit comments at the meeting or via the mail using the self-mailer form included in their handout with pre-paid postage.

Again, the main themes of the residents' comments were concerns over relocation and concern about how the local neighborhoods would benefit from the project. As a result of these comments, information about the federal relocation process was incorporated into the presentations for subsequent public meetings. The project team also continued to work to avoid and minimize relocation impacts during the development of alignment details. Economic development and workforce development efforts are being performed by the City of Cleveland as a separate, but related, initiative. If development occurs, it could create more local jobs in both the short- and long-term. Construction jobs could be created to build the roadway itself, and future development could provide construction and permanent job opportunities. The boulevard design is also meant to encourage community cohesion and revitalize the surrounding neighborhoods by providing a multi-modal facility that fits within the surrounding environment. Public comments helped to formulate the process for subsequent meeting times, locations and content.

Oral Questions/Comments

Oral questions and comments were responded to directly by project team members during the community meeting. The specific responses were not recorded.

- Why spend \$300 million on new road when you could fix up existing roads?
- If you build the road, do you have guarantee for any businesses ready to locate here? What kind of jobs will they produce?
- Hope jobs would be available to local residents.
- Why can't the money be reinvested in the neighborhood revitalization instead
- If you don't know where the road is going, why not use the money to fix up houses instead?
- Opportunity Corridor is designed for out-of-town to University Circle. House values are low according to appraisals. Investments in house are not being accounted for in appraisals.
- How will people choose their relocated house? How will they pay taxes on a higher value house?
- We are no closer today then we were in 2004. We are on hold with our properties with investing on improvements.
- One resident who lives at East 75th Street/Kinsman lives close to work and school. Just a roadway isn't enough. We don't want to give up our neighborhood.
- I don't have a problem getting to University Circle today. Construction and truck traffic will disturb houses that will stay.

Written Comments

The written comment sheet contained two different sets of questions. The first set of questions asked about meeting scheduling so that the project team can best align public involvement activities to meet the general needs of the stakeholders. A second series of questions was also



developed to better understand community assets and concerns. The information gathered by these questions allows the project team to understand the role that various modes of transportation play within the community and how transportation investments could affect this role.

Below are the specific questions asked on the comment sheets (bold, italicized text), followed by the responses of meeting participants who returned the comment forms. Responses of the meeting participants are preceded by "A". Each "A" indicates a single response from the public. Project team responses are preceded by "→".

Scheduling

Q: What location would be convenient for you to attend a meeting?

A: Any, with parking

A: Where Ward 5 meetings are held on E. 55th Street

A: Southeast side

A: A: Kinsman Area

A: Broadway and/or Kinsman

A: Mount Sinai Baptist Church (corner of East 75th Street and Woodland Avenue)

A: Any Church, Mount Sinai Baptist Church

A: Lower Kinsman Area

Q: What time of day or night would be convenient for you to attend a meeting?

A: A: After 5:00 pm

A: After 6:30 pm

A: A: A: After 6

A: Night

A: Evenings

A: No preference.

Q: What day of the week would be convenient for you to attend a meeting?

A: A: A: No preference

A: Friday

A: Tuesdays



A: A: Monday, Thursday

A: Monday, Tuesday

A: Tuesday, Thursday

→ The above responses were noted and taken into consideration when planning subsequent public outreach for the project.

Community

Q: Do you live, work and/or play in the Study Area?

A: Resident for 33 years. I'm 50 years old, please hurry!

A: No. I work downtown.

A: No.

A: I work in the area as the Director of Resident Services for Rainbow Terrace.

A: I live outside of Kinsman area

A: A: Yes, since 1953

A: Yes, I am retired. I lived here 51 years and worked rail at Grand Avenue RTA

A: Most of my life (50 to 60 years). Raised three children and grandchildren.

Q: What do you like most about the Kinsman neighborhood?

A: Before Bridge Port, nothing.

A: The park, Zelma George for skating, etc., Walgreens.

A: At one time it was a rich and thriving area.

A: The potential and the residents who take pride in this area.

A: Historical houses, churches, and buildings

A: Great location to downtown Cleveland. Good street to be on. Close to Garden Valley

A: It's quiet after rush hour. Bus line on time, folks are nice to each other. No gangs around her. A lot of churches.

A: My family is still here. This is my birthplace.

A: Proximity to transportation, hospitals, church, schools, shopping and highways.

Q: What do you like least about the Kinsman neighborhood?



A: No major grocery stores, drugstores. I would love to see a strip mall like Buckeye Plaza and Church Square. I have 9 grandchildren but only one nice playground.

A: Old skating rink, no bowling alley, not enough retail, no bike trails

A: The deterioration of the buildings, lighting of the streets are poor, poor qualities of stores.

A: The vacant land

A: Crime and drugs

A: No jobs for the dwellers. Everyone needs to work and only Orlando's bakery is not employing Black folk there.

A: No jobs for the residents. We need to work to fix up the old home, not all are bad. No stores like Steelyard Commons.

A: Gangs, drugs, people hanging on corners, no jobs, no restaurants, no banks, no decent Community Center or Recreation Center.

A: Neighborhood's slow to rapid decline, increasing criminal activity from low income residents and visitors that do not reside in the area.

Q: How do you typically travel within the Study Area?

A: Car. I would love to walk but no sidewalks.

A: East 55th Street, Quincy Avenue, Woodland Avenue, Cedar Avenue, East 93rd Street, East 79th Street, East 30th Street, Buckeye Avenue.

A: Moving straight to downtown or turning on East 79th Street to go north or south.

A: Via streets due to the congested highways (East 55th and I-490)

A: East 55th Street

A: Bus or car. We've always owned a car to shop and get around town.

A: Bike during the summer. Take the bus down town because it's cheaper than paying for parking tickets, etc.

A: A: Car

Q: What is your biggest obstacle when traveling to shopping, dining, doctor, church or other activity?

A: Travel too far. I really hate having to shop in suburbs.

A: Everything is fine via use of a vehicle but not by RTA.

A: I personally shop in other areas.

A: There is no freeway besides East 55th Street

A: None of these amenities are nearby

A: Not much in this proximity now. We need to get jobs and bus back in this area. Church is okay. There is nothing else here now.

A: Getting out of the driveway. The side streets red light is taken away now, traffic is flowing all day long in both directions.

A: The traffic hold ups, no turning signals, long length.

A: Overall safety from thugs. Frequently, police have to pursue criminals through residential yards.

Q: What are the most important improvements that need to be made to the Kinsman neighborhood?

A: Rebuilding. Some people do not like change, but you can't and won't please everyone. I love change.

A: More retail, more retail, more activities to do, more necessities, steelyard helped out.

A: Businesses, jobs, increase or brighten lights. Youth/young adult training facilities.

A: More economic development and usage of the vacant land.

A: Housing, businesses

A: Small businesses, grocery store, strip mall like Mid-Town on East 55th Street, hardware store, factories, Lowes, etc.

A: Small business, jobs, companies, industrial, or a strip mall to help our kids and Garden Valley grow. A theater house.

A: Everything and then some

A: Safety, more consideration and efforts should be implemented to encourage youths pride in the areas that they reside and build positive self-esteem.

→ The comments listed above were incorporated into the project files and helped the project team understand concerns with lack of neighborhood cohesion caused by vacancy and unavailability of local development (jobs/retail destinations) and the role that multi-modal travel opportunities play in the community.

3.1.3.5 Buckeye Community Meeting

A meeting to present the project to the Buckeye community was held on Tuesday, March 9, 2010 from 6:00 pm to 8:00 pm. The meeting was held at Blessed Hope Missionary Baptist Church, 8804 Buckeye Road, Cleveland, Ohio 44104, and is located in the Buckeye neighborhood within the project study area and immediately adjacent to the residential areas that may be impacted by the project alternatives. Due to the close proximity to the Kinsman neighborhood, there was some



overlap on attendees for the Kinsman and Buckeye meetings. A church was chosen due to its reputation as a safe and inviting location within the community. The Church has ample free adjacent parking as well as GCRTA bus service along Buckeye Avenue. There are very few other locations within the project study area and within the Buckeye neighborhood that could hold a meeting of this size.

3.1.3.5.1 Advertising

Fliers were mailed to approximately 150 residents who live within the City-defined community benefit area for the Opportunity Corridor project. Fliers were also delivered to residents in Garden Valley housing units, King Kennedy high rise buildings and Phoenix development. In addition to the direct mailing, Buckeye Area Development Corporation (BADC) dropped off fliers at the churches within the study area the week before the meeting and asked the pastors to communicate the upcoming meeting. All fliers were passed out five days prior to the meeting and were placed in the door, on the mailbox, on wherever else the flier could be attached. When possible, the BADC knocked on doors to try to speak with the homeowner if they were available. BADC also informed their board members and Councilman Kenneth Johnson about the meeting and asked them to spread the word. The day before the meeting, Joe Dennis, a BADC board member and resident member of the OC Steering Committee, hand delivered fliers to homes in the Lower Buckeye area.

3.1.3.5.2 Meeting

Sixty-three individuals attended the community meeting held in Buckeye at the Blessed Hope Missionary Baptist Church. The doors to the meeting were opened at 6:00 pm to allow attendees to browse exhibits and review information about the project. At 6:15 pm, individuals from Greater Cleveland Partnership, the City of Cleveland and ODOT provided an overview of the study process, the goals and objectives that had been developed by the project team, a summary of the information gathered to date, and the conceptual alternatives. After the presentation a formal question and answer session was held. Due an extended question and answer session, limited time was available to break out into small groups. Only a few attendees stayed to complete these exercises.

3.1.3.5.3 Comments

Attendees were given the opportunity to direct project-related questions to members of the project team at the meeting and comment sheets were also made available to the attendees to submit written comments. Following the meeting, the public was allotted two weeks to submit comments about the project in order to be included in the summary for the meeting. People who attended the meeting were encouraged to submit comments at the meeting or via mail service using the self-mailer form included in their handout with pre-paid postage.

The main themes of the residents' comments were concerns over relocation and concern about how the local neighborhoods will benefit from the project. As a result of these comments, information regarding the federal relocation process was incorporated into the presentations for subsequent public meetings. The project team also continued to work to avoid and minimize relocation impacts during the development of alignment details. Economic development and workforce development efforts are being performed by the City of Cleveland as a separate, but related, initiative. If planned development occurs in the area of the project, it could create more local jobs in both the short- and long-term. Construction jobs could be created to build the roadway itself, and future development could provide construction and permanent job opportunities. The boulevard design is also meant to encourage community cohesion and revitalize the surrounding neighborhoods by providing a more multi-modal facility that fits within the surrounding environment.

Public comments received during the meeting helped to formulate the process for subsequent meeting times, locations and content.

Oral Questions/Comments

Oral questions and comments were responded to directly by project team members during the community meeting. The specific responses were not recorded.

- In the fall you said you would have more info by now, but you don't.
- Will jobs begin with demolition through construction?
- How will residents get jobs?
- I've been aware of these plans since the 1970's. How will we qualify for any of the jobs?
- If you take my house, what am I going to do and where am I going to live?
- How are the elderly going to get loans & mortgages if their homes area taken? What if their homes are already paid for?
- Is it true that developers are targeting this area because property values are low?
- What will you do for the residents?
- We live and have businesses in the area. Where are residents included on the Steering Committee?
- Will our councilmen be at our next meetings to represent the people?
- Is this all for Cleveland Clinic and UH to get people from the suburbs to the hospitals?
- Neighborhood will be gone when road comes through.
- Miceli's has expansion plans to take large tracts of land. We should be protected as residents who are already here.
- There is a "do nothing" attitude in the neighborhood when it comes to fixing roads and houses.

Written Comments

The written comment sheet contained two different sets of questions. The first set of questions asked about meeting scheduling so that the project team can best align public involvement activities to meet the general needs of the stakeholders. A second series of questions was also developed to better understand community assets and concerns. The information gathered by these questions allows the project team to understand the role that various modes of transportation play within the community and how transportation investments could affect this role.

Below are the specific questions asked on the comment sheets (bold, italicized text), followed by the responses of meeting participants who returned the comment forms. Responses of the meeting



participants are preceded by "A". Each "A" indicates a single response from the public. Project team responses are preceded by "→".

Scheduling

Q: What location would be convenient for you to attend a meeting?

A: A: A: Any

A: Blessed Hope Church

A: Churches in the area (Blessed Hope, Calvary Hill Apostolic, etc.)

Q: What time of day or night would be convenient for you to attend a meeting?

A: A: Any

A: A: Evenings

Q: What day of the week would be convenient for you to attend a meeting?

A: Any

A: Any but Wednesday

A: Wednesday, Thursday, Saturday

A: Friday

→ The above responses were noted and taken into consideration when planning subsequent public outreach for the project.

Community

Q: Do you live, work and/or play in the Study Area?

A: I have lived in the area from 1951 to 1956 and again since 2002.

A: No.

A: Yes, land in the area

A: I have rental property

A: Calvary Hill Church of God in Christ has been a presence in the community for 100 years.

Q: What do you like most about the Buckeye neighborhood?

A: Personal history, everything close by

A: Quiet and history



A: I like the current energy for development of housing and upgrading of schools, libraries, and commercial areas of the Buckeye/Woodland neighborhood.

Q: What do you like least about the Buckeye neighborhood?

A: Bad perception and boarded up houses an empty lots

A: The deterioration of the neighborhood and crime

A: I would hope there would be money and other resources made available to home owners, businesses and Churches for upgrading these structures.

Q: How do you typically travel within the Study Area?

A: Car, walk

A: A: Car

A: E. 93rd or Woodland

A: We travel up and down Buckeye and take Woodland to E. 55th to take I-490. We also take Woodhill to Quincy and E. 105th Street to get to Euclid, Chester, and other northern parts.

Q: What is your biggest obstacle when traveling to shopping, dining, doctor, church or other activity?

A: Pot holes and distance to the interstate

A: A: None

A: The rundown sites, too much traffic, and unkept roadways

A: I don't have any problems traveling. We want to build this as a residential community.

Q: What are the most important improvements that need to be made to the Buckeye neighborhood?

A: Interstate access and smoother roads. Some cosmetic upgrades, light/tech jobs

A: More crack down on the dope dealers and crack heads

A: Businesses

A: Investment in landscaping and the community

A: We need to be able to have resources to improve our homes.

→ The comments listed above were incorporated into the project files and helped the project team understand the community's desire for increased investment in the area and community concerns regarding vacant and abandoned properties.

3.2 Stakeholder Interviews



Interviews were conducted with residents, businesses, and faith-based organizations in the study area in February 2010. The interviews focused on the impact of the Opportunity Corridor on the Environmental Justice populations in the study area. The four-person interview team presented materials showing an aerial of the project area, a four page handout provided at the September 22, 2009 kickoff meeting, and a small study area map with contact information for ODOT. The interviewers visited eight (8) businesses, five (5) public service facilities, three (3) apartment complexes, and 35 faith-based organizations. The interviews were conducted to evaluate the results of the public involvement activities to date and refine the efforts for future public involvement activities as needed.

At each business, the interviewers spoke to an employee or manager about the demographics of the business owner and clientele and the best method to distribute information to the patrons of that establishment. Fliers were left at most locations providing contact information for ODOT. The following businesses were included in this survey:

- Danzey Discount
- Family Dollar
- Northeast Video
- Harvest Day Care
- United Labor Agency (decline interview)
- Mz.De' Ledari's Unisex Salon
- Orlando Baking Company
- McTech Corporation

The field visits found that most local businesses in the study area are owned by minority individuals and patronized predominantly by low-income, African-American residents of all ages. Business owners and patrons in a number of locations noted concerns about safety and crime, especially after dark. Several employees stated that their customers and businesses had been robbed.

Public service facilities were selected for interviews in order to survey residents during their routine activities. The following facilities were visited:

- Garden Valley Branch Library (2 visits)
- Kenneth L. Johnson Recreation Center
- Fairfax Recreation Center
- Fairfax Renaissance Development Corporation
- Langston Hughes Senior Center (2 visits)

Fliers and project information were left for the patrons of each facility. Demographic information was collected about the customers. The clientele at each facility was predominantly low-income, African American residents of the study area. The patrons of the Langston Hughes Senior Center were 60 years or older. Surveys were conducted at the Garden Valley Branch Library and the Langston Hughes Senior Center.

The interview team visited multi-dwelling units to conduct surveys and gauge the demographic makeup of the community. Field visits were conducted at the following locations:

- Garden Valley Apartments
- Mt. Sinai Apartments
- Community Apartments



At each location, the interviewers asked what method the property manager used to deliver information to the tenants. Fliers were either placed in the mailboxes or under the doors of residences accordingly. The residents of Garden Valley Apartments and Community Apartments were described as mostly African-American, low-income and not elderly. The residents of Mt. Sinai Apartments were described as mostly African-American low-income, and 62 years and older.

There are many faith-based organizations in the study area. Questions were asked at a number of places of worship, but a ministerial association in Cleveland was not identified. The name of the organization, contact information for the minister, and identification any community services offered were collected for 35 faith-based organizations in the study area. Detailed interviews were conducted at the Pentecostal Square Development Corporation and Saint Adelberts Catholic Church, and information describing the project was distributed to the members.

Performance of these activities resulted in the following refinements to the public involvement activities:

- ODOT continued to evaluate meeting sites to provide locations that were as close to study area residents as possible.
- Daylight meeting times were utilized to the extent possible to alleviate security concerns and accommodate elderly populations.
- Varying meeting times throughout the day were utilized to ensure opportunities for small business attendance that can be difficult during the lunch and evening hours.
- Font sizes were increased to enhance readability of the project newsletters and presentation data.
- Newsletters were distributed without envelopes and with external graphics to gain interest of stakeholders and lessen concern that they were receiving a notice or a bill.
- Postal Service carrier route data was utilized to expand the mailing list to ensure that both property owners and tenants were receiving project information.
- Postage was made available at all public meetings so that stakeholders could mail back comment forms without the burden of purchasing stamps.

These enhancements were utilized and evaluated during subsequent public information activities.



4.0 Public Meetings

Three (3) series of public meetings were conducted throughout the alternatives development phase of the Opportunity Corridor project. These consisted of 12 separate meeting which presented project information and allowed public comment on the conceptual alternatives, the feasible alternatives and the recommended preferred alternative. To encourage participation from study area stakeholders, the meetings were conducted at various locations, days and times. Following each series of meetings, meeting attendance was examined and used to refine the next series of meetings. Locations, days and times of meetings that were well attended were retained when possible, while meetings with low attendance were revised in an effort to enhance attendance. Meeting locations in close proximity to potentially impacted stakeholders were utilized where possible. Meeting materials, including fliers, advertisements, newspaper advertisements and articles, the public meeting press releases, presentations, handouts, exhibits, sign-in sheets, returned comment forms, map exercises, etc., are included in **Appendix C**.

4.1 First Series of Public Meetings

The first series of public meetings for the Opportunity Corridor Project was held on Tuesday, September 22, 2009. In an effort to increase public attendance, two meetings were held. One meeting was held during the daytime between 11:30 am and 1:30 pm. The second meeting was an evening meeting held between 6:00 pm to 8:00 pm. The daytime meeting was held at the Cleveland Play House, 8500 Euclid Avenue, Cleveland, Ohio 44106 to encourage participation from those people who work in and around the project study area. The evening meeting was held at Mt. Sinai Baptist Church, 7510 Woodland Avenue, Cleveland, Ohio 44104 for those who could not attend the daytime meeting, specifically people who live in the study area and work during the day. Both meeting places were within close proximity of the study area.

Several locations were considered for the daytime meeting including: John Hay High School, Case Western Reserve University, Cleveland Clinic, Cleveland Public Library, Judson Manor, Temple Tifereth Israel, and the Cleveland Playhouse. The preference was to have the meeting in a public location which was easily identifiable to the community. The first choice, John Hay High School, a public school facility, had to be eliminated since the meeting was to be held during a school day and the public would not be allowed in the public school building during school hours due to security. Rooms located at both Case Western and Cleveland Clinic were rejected due to the large campus atmosphere and the lack of free and/or easily accessible parking. Cleveland Public Library Branch on Stokes Blvd. within the University Circle area did not have a large enough facility for the meeting. Judson Manor was not selected due to the limited parking on site for a large public meeting, and the ballroom was unavailable. The Temple Tifereth Israel, in the northern part of the study area, was the last site eliminated from consideration due to the layout of the available rooms, as well as the concern that it was not as well known or recognizable to the overall community. While slightly northwest of the study area, Cleveland Playhouse was selected due to its proximity to University Circle's employers, closeness to GCRTA bus lines, including the Healthline along Euclid Avenue, and the abundance of free parking located on site. The meeting was held over lunch hours in order to encourage attendance by reducing the amount of time away from the workday.

The evening public meeting was held at Mt. Sinai Baptist Church in the central part of the study area. Mt. Sinai is a well-known church throughout the Cleveland area with a large, open meeting space and free adjacent parking. The church was also served by a GCRTA bus line at the time of the meeting. For an evening meeting, a church location was preferred since it is viewed as a safe, open and inviting location. The 6:00 pm - 8:00 pm time period for the meeting was chosen, as it is a standard time for public meetings in the Cleveland area. This allows people to attend on their

way home from work or after they have dinner. The following sections summarize the activities that were completed prior to, during and subsequent to the public meetings.

4.1.1 Advertising

A media advisory advertising Public Meeting #1 was distributed to *The Call and Post* and *The Plain Dealer* newspapers, WKYC, WEWS, FOX8 and WOIO television stations and WTAM radio station on Monday, September 14, 2009. A press release about the public meeting was also distributed to the local media on Monday, September 21, 2009. Advertisements giving residents notice for the meeting were published in *The Call and Post* on Wednesday, September 16, 2009 as well as *The Plain Dealer* on Sunday September 13, 2009. Along with the meeting advertisement on Sunday, September 13, 2009, *The Plain Dealer* also published an article in their Metro section featuring the Opportunity Corridor project titled "Opportunity Corridor needed even more now, officials say." This article included a brief history of the project, as well as a summary of the current project status. All articles published in *The Plain Dealer* were also available on the Plain Dealer's website (www.cleveland.com).

In addition to the newspaper advertisements, notice for the public meeting was also broadcast on 90.3 FM WCPN NRP Radio on Wednesday, September 16, 2009. A flier announcing the public meeting was also mailed to property owners within the study area, and similar meeting information was listed on the project website. Copies of the fliers were also distributed to all members of the Steering Committee with a letter encouraging them to post and distribute the fliers.

4.1.2 Public Meeting

One hundred twenty six (126) attendees signed in for the daytime meeting held at Cleveland Play House. The doors to the meeting were opened at 11:30 am to allow attendees to browse exhibits and review information about the project contained in a handout distributed to attendees upon arrival. The exhibits available for viewing included display boards explaining the public involvement process and the Ohio Department of Transportation Project Development Process, display boards also included maps identifying potential red flags within the study area, existing land-use, recent and planned development, as well as conceptual alternatives recommended for further study in Step 5. At noon, individuals from the City of Cleveland and ODOT provided an overview of the study process, the goals and objectives that had been developed by the Steering Committee, a summary of the information gathered to date, and the conceptual alternatives. After the presentation, a formal question and answer session was held where attendees had the opportunity to ask members of the project team and Steering Committee questions regarding the project. This session lasted about 45 minutes. After the formal question and answer session, individuals from the City of Cleveland and ODOT answered individual public and stakeholder questions near the exhibits.

One hundred two (102) attendees signed in at the evening meeting held at Mt. Sinai Baptist Church. This meeting was held in similar fashion to the daytime meeting. The doors to the meeting were opened at 6:00 pm and attendees were able to view the same displays shown at the daytime meeting. At 6:30 pm, the formal presentation began. Similar to the daytime meeting, a formal question and answer session followed the presentation. This meeting also concluded with individuals from the City of Cleveland and ODOT answering individual public and stakeholder questions near the exhibits.

According to the sign-in sheets, 221 unique attendees participated at the first round of public meetings for the Opportunity Corridor project. An additional 200 public meeting handouts were distributed by either residents taking additional handouts for their neighbors who were not able to attend the meeting or by local Community Development Corporations who distributed them to



residents in their respective neighborhoods. A copy of the meeting materials (handout from the public meeting, comment sheet, and study area map) was mailed to all businesses that were located within the study area but did not attend the public meetings.

A map of the addresses provided by Public Meeting #1 attendees is included in **Appendix C**.

4.1.3 Public Comments

Public comments about the Opportunity Corridor Project were collected at both meetings. The public was given the option of submitting their comments orally or on a written comment sheet. Oral comments were collected at both meetings by a court reporter and blank comment sheets were included as part of the materials handed out to the meeting attendees. Following the meeting, the public was allotted two weeks to submit comments about the project in order to be included in the summary for the meeting. People who attended the meeting were encouraged to submit comments at the meeting or via the mail using the self-mailer form included in their handout with pre-paid postage.

In general, the public agreed with the conceptual alternatives recommended for further study. The comments indicated a preference for the more southerly alignments (Alternatives 2 & 4) due to the increased economic development potential associated with developing the frontages on both sides of the roadway. Other comments suggested both concern and support for a grade-separated intersection at E. 55th Street and I-490. The public wanted to maintain local access while still improving traffic operations. As a result of these comments, ODOT subsequently developed the quadrant roadway option. Another major concern of the public was the potential impacts of the project to residents and businesses. The project team continued to work to avoid and minimize these impacts during the development of alignment details. As part of the impact minimization process, additional alternates within each geographic section were developed to provide more options. ODOT also refined the screening process to make displacements to homes, businesses, and churches an explicit consideration in the decision-making process. Other community goals identified by the public included making the area more multi-modal and beautifying the neighborhoods. The proposed boulevard is designed to include bike and pedestrian facilities that would improve multi-modal access and mobility. Although the alternatives were still at the conceptual stage, ODOT recognized the need to design a transportation facility that fit in with its environment. Consequently, a context sensitive solutions (CSS) approach was integrated into the design process. Public comments also helped to formulate the process for the next set of meeting times, locations and content. The specific oral comments and written questions considered with answers provided on the returned comment sheets are provided below.

Oral Comments

Daytime Public Meeting

The bulleted items represent public questions/comments; the “→” indicates the response by the meeting’s emcee, Terri Hamilton Brown of Greater Cleveland Partnership.

- If the project process is expedited is it possible to benefit from some of the stimulus money?
- Stimulus money is intended for job-ready kinds of projects. There may be a possibility to use these monies depending on how long they are available for. The project needs to go through its planning study before it would be ready to go to construction.



- How long is the project going to take until it's completed? Can the projects be broken up into smaller projects to be started and finished quicker than if it was one large project.
- This is a project that goes from East 55th Street to East 105th Street, and the plan is to develop a route that we know will work for the entire path. If sections were taken out, the roadway may not create the connectivity desired. It is too early to rule out breaking the project into sections but that is not how the project is currently being approached.
- Is consideration going to be given to the adverse impacts that the project might have on businesses and residents?
- Yes consideration will be given and the project development process was established to ensure that residents or populations are not disproportionately disadvantaged.
- Is the project going to incorporate green initiatives to increase sustainability in the area?
- Green will be part of the plan for this project.
- The main goal of the planning committee should be to get this project in line with the stimulus money so that it can help get the project completed. This seems like a good project.
- The project is currently in the planning stages and stimulus monies are currently not available for these types of studies.
- Many of the conceptual alternatives routes are in close proximity to the new East 55 Street rapid station. Are ideas for bike routes being considered with that station?
- RTA is represented on the Steering Committee and is a very close partner as the planning process continues. There is not currently a design for bike paths but those are some of the objectives the Steering Committee is working on together.
- Does the local stakeholder committee include citizens and residents in the area? And to what degree will their input hold in our neighborhood?
- We are committed to increasing the engagement of the public. We have in mind establishing local advisory councils in different neighborhoods. People on these councils could be anyone; residents, businesses leaders, non-profit organizations, churches and stake holders in those communities. The public is currently being represented on the Steering Committee.
- Will this freeway be going by the juvenile detention center?
- This is not a freeway, it is a roadway. This project will not be an extension of I-490; it will be a roadway that will have various intersections along the way. The possible alternatives will be south of the juvenile center and it is expected that there will be an intersection at East 93rd Street that will allow for traffic to travel north and south.
- This project is going to displace a lot of families and then create neighborhoods for other people, not the current residents of the communities.

- This project is going to take my home and the history associated with it. This comment was accompanied with various questions about the Red Flag map presented at the meeting.
 - The red flags are areas are simply areas that need special consideration during the planning study. This project is currently at a conceptual level and the purpose of the meeting tonight is not to discuss taking homes.
- If there was an estimate, what are the chances this project would be completed?
 - It is not possible to answer this type of question. A plan is being put together which will make a compelling argument on how this project will benefit the community.
- Is it possible for the project to go over instead of through?
 - Several alternatives are being looked at with at-grade, along with grade separated intersections. Part of these decisions are based on the existing conditions, and engineers are studying this to determine what is feasible.
- There are several businesses within the project study area that are not being represented.
 - The purpose of holding the public meetings is to help engage more businesses and property owners. The process of engaging everyone is just now beginning.
- This project provides the City an opportunity to clean up some hazardous sites in the neighborhoods. The alternative that would improve the highest number of hazardous sites should be selected.
- What role has the Cleveland Clinic played in the development of this project?
 - The Cleveland Clinic is a stakeholder in the community but is not a member of the Steering Committee. This project will support their growth and their growth will support the economic development in the area but they are not leading this effort.
- Are there going to be infrastructure improvements associated with this project?
 - Yes there will be other infrastructure improvements; however the exact location of these improvements still is not determined.

Evening Public Meeting

- It seems economic development is the major goal of the project, shouldn't there also be goals to improve homes and safety in the area by beautifying the area?
 - The goals set forth today have been identified as goals approved by ODOT. Many of the things mentioned are also project goals and will help guide the process.
- Opportunity Corridor is going to destroy the neighborhood and displace families in the area. This project is only being supported to make businesses happy, not the residents. The project Steering Committee is not representative of the community and does not have the community's best interest in mind. The details of the projects have already been determined and allowing the public to comment will do little good at this point in the process.



- This is not the first time the residents have been involved in the project. The project Steering Committee is trying to make all of the project information available to the public as soon as they can and in the best ways they can. Transparency is important during these planning stages and public involvement will continue during the next stages of development.
- African Americans have been denied the opportunity to work all across the State of Ohio. What is going to make this project different so that it provides opportunity to the people in the neighborhood and not somebody else? Many of the construction projects that are currently underway or construction projects that have been recently completed have not given opportunity to African American workers, why should we continue to support ODOT?
- ODOT has policies in place that require minority businesses to be used on different projects within the State of Ohio. When the term “economic development” is used it refers to more than just construction jobs, it also refers to permanent jobs within the area. This project has bigger benefits to the area and if there is no development there is no opportunity for improvement.
- At this stage in the planning process is the No-Build alternative still being considered?
- The no build alternative is still an option. If the Steering Committee and community cannot develop a plan that makes sense which also has the ability to be competitive for federal funds it is possible nothing will happen.
- It should be determined what land is needed for the road as soon as possible so that property owners can be notified. It is possible that people are investing in the area only to have it taken away.
- As the planning process continues property owners will be engaged and information regarding the require land will be shared.
- The City of Cleveland has a lot of land. While some property will be taken to build this project and create economic development, there will still be land sitting there waiting for development. Property owners need to organize to make sure they are given first opportunity to develop this land.
- The project needs to take into consideration the compensation of the elderly in the area. Many of the elderly will not benefit from the economic development since they will not be working in the new jobs.
- If the elderly are forced to leave their homes what financial institution is going to finance them in buying a new home? Also, the next set of public meetings should be held in a place where it is easier to hear the information. There was some vital information that was lost due to the acoustics of the room.
- A meeting room with better acoustics will used for future meetings. However, we are not at this meeting to discuss how homes will be purchased, or evaluated or financed because we have not identified the number or location of the properties.
- What are people going to do if they cannot afford to move? Where is that money going to come from?

- The answers to this are not yet determined. Part of the overall project process is to address these issues. It is too early in the project process to begin these conversations.
- Can you share with us what streets and neighborhoods are in the focus study area?
 - There are several maps which provide this information, including one in the handout given to all attendees, a display board, and detailed presentation slides.
- The terms “take houses” keeps being used. What exactly happens if a street or a house is about to be torn down?
 - There is an acquisition processes that is governed by federal guidelines. There are appraisals and people are compensated for their property. Some properties will need to be acquired for this project, not taken, and once these properties have been determined individual discussions will begin.

Written Comments

Below are the specific questions asked on the comment sheets (bold, italicized text), followed by the responses of meeting participants who returned the comment forms. Responses of the meeting participants are preceded by “A”. Each “A” indicates a single response from the public. Project team responses are preceded by “→”.

Q: What do you see as advantages of the Opportunity Corridor? Be as specific as possible.

- A: A: Project will relieve traffic at I-490 at East 55th Street and improve east west conductivity.
- A: East 55th, South of I-490, may have the opportunity for industrial development.
- A: Good population base for jobs in the area.
- A: A: A: Improved interstate access.
- A: Will provide opportunity for Cleveland’s young people to get involved and shape the future of the city.
- A: Project will provide a more direct route of students attending Benedictine High School.
- A: Project will provide growth in University Circle.
- A: Project will benefit access to big businesses in the E. 105th area.
- A: A: A: A: Project will benefit the residents and revitalize the area.
- A: Project must be built using the strengths of the City. Focus on using the existing entities in the region to make the project successful. Give users of the corridor a reason to stop along the corridor.
- A: It would be a good idea to start at both ends and work to the middle.
- A: A: Option 4 is the most feasible, it minimizes cost while maximizing benefit.



- A: Keep the corridor away from the existing rail tracks. This will allow frontage in both sides of the road for faster development.
- A: Agree with the four recommended alternatives. The at-grade I-490/East 55th intersection is preferred.
- A: No advantages. Residential community will be destroyed and the benefits will not help the existing residents. The community will not allow the project to develop. Carnegie Avenue and Chester Boulevard offer adequate access.
- A: No advantages. There are many developed areas within the City of Cleveland that are not being utilized, or are currently being underutilized.
- A: No advantages other than temporary government and construction jobs.
- A: No advantages. The corridor is being built by already employed individuals.
- A: No advantages for small businesses.
- A: The only advantages of the Opportunity Corridor are for the two hospitals that would benefit from the corridor.
- A: No advantages. Project will increase commuter and truck traffic in the area. Project does not support elderly residents who cannot start their lives over.
- A: A: No advantage to the project since it is going to take their housing.
- The comments listed above indicate that the majority of the respondents concurred that the project would increase access and they supported alternatives with greater economic development potential. However, some respondents had concerns over neighborhood impacts.

Q: What aspects about the project are of most concern to you?

- A: A: A: The timeline of the project is too long. The sooner the better
- A: Keep the project as simple as possible.
- A: That the final recommendation will cost so much that it will not be funded.
- A: The project funding should be used to improve the existing neighborhoods, not for the construction of the new roadway.
- A: Opportunity Corridor is being too quickly formulated without any input from long time business property owners.

- The Opportunity Corridor Project is following federally-mandated procedures to identify, develop, and evaluate potential solutions to address the purpose of and need for the project. As part of this process, several opportunities for public input - including input from business owners in the area of the project - were offered. The project team continued to hold meetings and perform outreach efforts to area residents and business owners so that their input is incorporated into the decision-making process for the project.
- A: How will home owners be compensated, particularly those who are on fixed incomes and cannot afford a mortgage or rent.
- A: What impacts will this have on me and my family's home? Does the City plan on forcing people out of their homes?
- A: Displacement of residents and the disruption of daily traffic in neighborhoods.
- A: A: A: That you are forcing residents out of their homes.
- A: Residents are concerned that people are not going to be fairly compensated for their property. Property values are so low in this area we do not want to see the neighborhood gentrified and long-time residents displaced. How will you maintain integrity of our neighborhood?
- Real estate acquisition and land compensation questions from attendees caused ODOT to add additional information into future public meetings, including presentation slides highlighting the acquisition and relocation processes and also the distribution of ODOT's real estate booklets. Example scenarios were also created to illustrate the potential to receive additional relocation compensation for last resort housing.
- A: Will the project comply with "Complete Streets" policy supporting bikes, busses, and pedestrians equally?
- A: Biker safety.
- A: Will there be public transit along the corridor?
- ODOT through the Steering Committee and other stakeholder input has incorporated multi-modal features into the design including sidewalks, a multi-purpose path, and widened curb lanes to facilitate "share the road" with bicycles. GCRTA is represented on the Steering Committee and ODOT will continue to work with GCRTA through the design process to incorporate potential bus stops along the corridor and to ensure access to existing RTA transit facilities.
- A: School zone safety and speeding dangerously down East 55th Street, including criminal chases by police.
- A: Keep the amount of traffic signals to a minimum so traffic can move more quickly along the corridor.
- A: Concerns of congestion at East 105th Street since the roadway has only one termination point. Split the road so that there are two termination points.
- A: There needs to be enough ingress/egress to all business/services along the corridor.

- The purpose of the Opportunity Corridor project is to improve system linkage and mobility, as well as to support planned economic development. As a result of these identified needs, access to businesses/services located within and adjacent to the corridor is an important consideration. Locations of future development access points will be determined by the City of Cleveland through their planning and permitting processes.
- A: Although intent is to get people to University Circle, the plan should include access to RT. 2/I-90 as well.
- Based on the needs identified within the project study area, the logical termini (i.e., end points) for the Opportunity Corridor Project were designated as I-490 at I-77 on the west and E. 105th Street and Chester Avenue to the east. These end points represent the western and eastern termini, respectively, of the travel corridor for employees, patients, students, residents and tourists. Since this project is meant to address the transportation needs within this confined area, any work beyond the end points - such as RT. 2/I-90 - cannot be included as part of the Opportunity Corridor project.
- A: Concerned that it will end up being a freeway up against the railway.
- A: Will this project encourage more sprawl? This is contrary to modern public policies.
- A: The project beautifies a dead zone but it will not create jobs for the residents. It may create construction jobs and specialized jobs for Ohio residents but minimizes employment for the residents of the area impacted. This project will mostly benefit the Cleveland Clinic Foundation.
- A: The City's ability to preserve the potential right of way for the Corridor.
- A: Does the project create opportunity for fiber optic investment to increase internet capacity in the area?
- Efforts associated with economic development and community revitalization - such as investments in fiber optic technology and infrastructure - will be led by the City of Cleveland as a separate, but related, initiative.
- A: No concerns.
- A: Alternative 4 is preferred because it allows both sides of the corridor to be developed.
- A: The project should not even be considered.
- A: Concerned that project maps are inaccurate.
- A: Wasting hundreds of millions of dollars on a project that has no benefits.
- A: Existing roadways are not maintained, can we afford to maintain more?

→ The comments listed were wide ranging but repeat a concern for impacts to residents. Additional real estate acquisition data was incorporated into the subsequent public involvement presentations and newsletters.

Q: What are your expectations of the future once the Opportunity Corridor has been constructed?

A: A: Neighborhood revival and population growth.

A: A: A: A: Increased conductivity and mobility throughout the area.

A: A: A: This project will create well-paying jobs for Cleveland residents.

A: The project won't be constructed, the community does not want they project.

A: If done properly, this project will be a success story that the City can build momentum from.

A: More people will move from the City to the other suburbs.

A: Increased enrollment at Benedictine High School. Opportunity Corridor will hopefully help the neighborhoods grow so no other schools and churches will need to be shut down.

A: New home construction and the demolition of abandoned homes.

A: A: More green space and available land for redevelopment.

A: The project should not be constructed if it forces one person to move.

A: A beautiful slow speed boulevard connecting I-490 to East 105th Street.

A: Increased economic development in the area.

A: A: Opportunity Corridor will not be successful, similar to other projects within the City (Euclid Corridor, I-271 Express Lanes, flats redevelopment).

A: A: A: No expectations for the future since resident's homes, neighborhoods and safety have been taken away.

→ The comments listed above indicated the concern for residential impacts but also the community desire for economic development within the study area.

4.2 Second Series of Public Meetings

The second series of public meetings for the Opportunity Corridor project was held after the conceptual alternatives were developed to inform and gain feedback from the public on the alternatives recommended for further study (feasible alternatives).

Materials from the second series of public meetings, including the newsletter, newspaper advertisements and articles, press release, presentation, handouts, exhibits, sign in sheets, returned comment forms, Context Sensitive Solutions (CSS) exercises, etc., are included in **Appendix C**.



This second series of public meetings consisted of six separate meetings held from Tuesday, October 5, 2010 through Thursday, October 7, 2010. To increase public attendance, meetings were scheduled at four different locations in the proximity of the study area as well as at various times of the day. The same exhibits and presentations were utilized at all meetings. The specific meeting schedule was as follows:

- Tuesday, October 5, 2010 - 6:00 pm to 8:00 pm
Mt. Sinai Baptist Church, 7510 Woodland Avenue
- Wednesday, October 6, 2010 - 8:00 am to 10:00 am
Kenneth L. Johnson Recreation Center, 9206 Woodland Avenue
- Wednesday, October 6, 2010 - 11:00 am to 1:00 pm
Kenneth L. Johnson Recreation Center, 9206 Woodland Avenue
- Wednesday, October 6, 2010 - 6:00 pm to 8:00 pm
Edgewood Park, 3215 E. 55th Street
- Thursday, October 7, 2010 - 4:00 pm to 6:00 pm
John Hay High School, 2075 Stokes Boulevard
- Thursday, October 7, 2010 - 6:00 pm to 8:00 pm
John Hay High School, 2075 Stokes Boulevard

When selecting meeting locations, several factors were taken into account. The preference was to have the meetings in public locations which were easily identifiable and accessible to the community. Another goal was to spread the meetings throughout the study area (or within close proximity) in order to make attending the meetings convenient for as many residents and business owners as possible. Mt. Sinai was chosen because it is a well-known church throughout the Cleveland area with a large, open meeting space and free adjacent parking. The second location, Kenneth L. Johnson Recreation Center, was selected because it is a public facility, centrally located in the study area and well-known to area residents. Edgewood Park is located in the St. Hyacinth neighborhood and slightly south of the study area. Since the St. Hyacinth Church was closed, the study area in the St. Hyacinth neighborhood lacked locations with parking and meeting space to hold a community meeting. Edgewood Park is a newer community facility with free adjacent parking and is well known to the residents. It is also used by the St. Hyacinth neighborhood for its neighborhood meetings. Finally, John Hay High School was chosen, because it is a public facility near the eastern portion of the study area that is easily identifiable and provides plenty of free adjacent parking.

4.2.1 Advertising

Several methods were used to advertise the meetings. A media advisory advertising was distributed to *The Call and Post* and *The Plain Dealer* newspapers, WKYC, WEWS, FOX8 and WOIO television stations and WTAM radio station on Friday, October 1, 2010. A press release about the public meetings was also distributed to the local media on Tuesday, October 5, 2010. Advertisements giving residents notice for the meetings were published in *The Call and Post* on Wednesday, September 29, 2010 as well as *The Plain Dealer* on Sunday, September 26, 2010 and Friday, October 1, 2010. On Saturday, September 18, 2010 *The Plain Dealer* also published an article in their Metro section featuring the Opportunity Corridor project. The article described the alternatives under consideration, as well as the associated impacts of each alternative. The article also showed the six public meeting times and locations. Two additional articles were published, including one on Wednesday, October 6, 2010, and one on Thursday, October 7, 2010. All articles published in *The Plain Dealer* were also available on the *Plain Dealer's* website (www.cleveland.com).



A project newsletter, which provided a project update, including a description of alternatives developed and recommended for further analysis, was also used to announce the public meetings. The newsletter was mailed on September 23, 2010 using an updated study mailing list. Additional copies of the newsletter were provided to Steering Committee members for distribution to their constituencies.

University Circle Incorporated (UCI) distributed an e-mail blast to the UCI institutional member marketing association, media contacts, UCI employees, as well as neighborhood and employee stakeholders that have requested information on public meetings in the Circle. The e-mail blast included the flier announcing the public meetings. The meeting flier and the project newsletter were also posted on the project website. Hard copies of the newsletter advertising the meeting were available at each of the CDCs and the ODOT District 12 Office.

4.2.2 Public Meeting

Meeting attendance was as follows: thirty-three (33) attendees signed in at the evening meeting at Mt. Sinai, nine (9) attendees signed in at the morning meeting at Kenneth L. Johnson Recreation Center, twenty (20) attendees signed in at the afternoon meeting at Kenneth L. Johnson Recreation Center, twenty (20) attendees signed in at the evening meeting at Edgewood Park, thirteen (13) attended the late afternoon meeting at John Hay High School and fourteen (14) attendees signed in at the evening meeting at John Hay High School. A total of one hundred nine (109) unique individuals signed in at the second series of public meetings. A map of the addresses provided by the attendees is included in **Appendix C**.

As advertised, the format and information presented at each meeting were the same. As attendees signed in, they also participated in a map exercise by placing a sticker at the location of their residence and/or employment location on a map of the surrounding area which also showed the project study area. Attendees were given thirty minutes to review a hand-out summarizing the comments received during the previous public meetings, browse different stations with project-related information and mapping displays, and ask questions of project team staff located at each of the stations. Stations and exhibits available for viewing included the ODOT Project Development Process, the federal-aid real estate acquisition process, maps of the conceptual alternatives for each geographical section (west, central, and east) including evaluation matrix of each alternate, and alternatives recommended for further study. Copies of the *Conceptual Alternatives Study*, which summarized the results of the public involvement activities of September 2009 and the alternatives analysis, were also available for review. A comment station was also available for submission of written or oral comments. Oral comments were transcribed by a court reporter.

Meeting attendees were also encouraged to participate in a CSS exercise to get their feedback for the potential design direction of the physical elements of Opportunity Corridor. Topics and boards included feedback opportunities related to: 1) Corridor Character & Theme; 2) Roadway Elements, 3) Roadside Elements, 4) Community Elements & 5) Landform Elements. Thirty minutes after the doors opened, individuals from the City of Cleveland and ODOT provided a summary of the information gathered to date, the land acquisition process, the conceptual alternatives, evaluation of each alternative, and recommendations for further study. After the presentation, an open microphone question and answer session was held where attendees had the opportunity to direct questions to members of the project team. The question and answer session was transcribed by a court reporter. After the formal question and answer session, individuals from the City of Cleveland and ODOT answered questions one-on-one near the mapping displays at each station.

4.2.3 Public Comments



Public comments about the Opportunity Corridor project were collected at each of the six public meetings. The public was given the option of submitting their comments orally or on a written comment sheet. Oral comments were collected at each meeting by a court reporter and comment sheets with specific questions about the study were distributed with the meeting handout. Following the meeting, the public was allotted two weeks to submit comments about the project in order to be included in the summary for the meeting. People who attended the meeting were encouraged to submit comments at the meeting or via mail service using the self-mailer form included with their handout with pre-paid postage.

In general, the public agreed with the alternatives recommended for further study. Out of the two recommended alternates in the West section, the public showed more overall support for Alternate C - the grade separated quadrant roadway. However, concern was expressed over the residential impacts it would create. In the Central section, Alternate B was widely supported. Many residents expressed that keeping Woodland Avenue as a continuous roadway was very desirable for the surrounding neighborhoods. It was also generally agreed upon that Alternate C - eastern widening, in the East section was a favorable choice because it created the least overall impact to homes and businesses. This is consistent with ODOT's screening process and affirms the recommendation of conceptual alternatives that were studied further as feasible alternatives.

Some of the comments heard in the initial public meetings were echoed again in this second series of meetings. Many comments focused on the potential for job creation as a result of this project. Residents voiced concern that those opportunities would not be made available to them. Another major concern of the public was the potential impacts to residents and businesses. The project team continued to work to avoid and minimize these impacts during the development of alignment details.

Other community goals voiced by the public included making the area more multi-modal and beautifying the neighborhoods. The proposed boulevard is designed to include bike and pedestrian facilities that would improve multi-modal access and mobility. Though a context sensitive solutions (CSS) approach ODOT was also able to incorporate additional enhancement elements to ensure the project fits into the local communities. During the final design phase additional public involvement will be performed to finalize the selection of remaining enhancement elements.

The specific oral comments, as well as project team responses are detailed below. The bulleted items represent public question/comments. Project team responses are preceded by "→".

Oral Comments

Mt. Sinai, October 5, 2010, 6 pm - 8 pm

- You mentioned a couple of churches in the Carnegie or the Chester area, and I think that you said there was a couple around the Kenneth Johnson Center. Do you see any of those churches being impacted by this development?
- (Matt Wahl, HNTB, responding) Right now, based on our recommendations, there would be no churches in the East section that would be impacted. The two impacts in the Central section are the Greater Roman Baptist Church, which is on Buckeye, and Faith Holiness Temple, which is on Woodland. Those are the two churches, based on the information we have today, that would be impacted.
- This project is for revitalization of the community that is going to come through the area. Are there any projections as far as people in these communities that are unemployed, skilled and unskilled labor? Is the committee considering involving anybody from this



community in the project? Is there going to be any dollars or monies allocated or set aside, just like CMHA, or is there going to be outsourcing of different contractors being brought in to build these projects without the people in areas being affected being involved?

- (Fred Collier, City of Cleveland, responding) The administration definitely is really focused on workforce development and actually trying to sort of balance that equation by minority contracts, et cetera. They have the Fanny Lewis Law that exists which requires a certain amount of minority contractors on specific projects. The other thing that's really important and everyone has to understand, part of leveraging the opportunities that are going to occur here depends on how well people prepare, and this is why we're having these community dialogues, so that people can understand what some of the opportunities are that exist out there, for you to begin to prepare yourself. If you have a minority owned company, you need to work with our EOE Department to get yourself ready to compete for opportunities that may present themselves later. If you are an individual who is looking to take advantage of job opportunities in the future, we have some very key resources here, and Tri-C being one of them, to begin to prepare yourself to leverage whatever potential comes about in the future. I hope I'm not speaking too general, but we don't know what's going to be there yet, but we know what we're seeking, and that success can happen if the preparation of the residents meets that opportunity. So the focus should be on residents who want to feel a part of this getting themselves prepared to be a part of this.
- Will the townhomes be impacted on this project that you're doing as well on 75th, right here on 75th?
- (Matt Wahl, HNTB, responding) No. Everything that we're looking at is south of the RTA Red Line, so this project would start south generally around Grand Avenue, which is a block south of RTA.
- (Fred Collier, City of Cleveland, responding) The hope, however, and we were talking earlier, when we say "impacted," it will not be impacted by the roadway, but it is our hope that the greater community is impacted positively by what is just south of here.
- Will there be any effect on the property value as far as the taxes increasing for the residents in the area?
- (Fred Collier, City of Cleveland, responding) If in fact the roadway is built and investment starts to occur, that will obviously increase property values, and if property values increase, from the City's perspective, that's a good thing. If property values increase, potentially there may be tax implications, to be quite honest, but we don't know what that's going to look like, but that potential is there.
- Last I heard, there was going to be 15,000 jobs with this project and I'm hoping somebody takes that back, because I don't think that's right. These are going to be ODOT jobs, these are not going to be a whole lot of jobs for doing nothing. We're talking about a road, period, and if I'm wrong, tell me, but those are going to be ODOT jobs and there are not going to be a lot of jobs for folks that are living in the neighborhood to participate in the building of this road. Now, there's no guarantee about what companies are going to relocate here, but if they relocate along that road there is a lot of people not going to live there, which means there are no neighborhoods, so I don't know where we're going to live.
- (Fred Collier, City of Cleveland, responding) One, when you look at the land use appropriations that we're talking about, is that the reason why this area has so much potential is because of the vacancy, not because of the abundance of residents where we're

going to disrupt an intact neighborhood. That's not the City's intent. The other piece of this though is when you look at sort of the development distributions that they're evaluating, they're being very, very sensitive about looking at where there's the most vacancy, where there's the most old, abandoned structures, and trying to leverage those opportunities. Our intent, just so you know, is the same intention as yours technically. I wanted to really illustrate that this conversation is not an us against you, this is about Cleveland and the region. Tim Tramble is here from Burten, Bell, Carr, and he can talk to you in very great length and very great detail about what's happening in the community and his position on how he's assured that he's helping to protect that community. Now, this is a planning process, and what we're doing in this process is trying to determine with you how we can effectively do this with the least negative impacts, and if there are what some may perceive as negative impacts, Matt has demonstrated, for example, in the housing relocation scenario, options for how residents may be able to benefit if they are displaced. So one thing that we've got to try to get away from, not just on this project but as a city, is that there's this tug of war, because it's not. We're in a struggling city. We all have to figure it out. Many of the people who have to make decisions about these projects, they're residents or they're stakeholders in some capacity, so it's never an us against them, so we want to try to diffuse that as much as possible from now and throughout the end of this process. Let's keep this on a focus of how do we make sure that all interests are met with this potential, because again, at the end of the day there is a no-build option, and everybody loses in that scenario.

- (Resident) And I beg to differ. Everybody doesn't lose with that option. This road since the inception, way back when, this is nothing but a road to get from Cleveland Clinic, University Circle, to the freeway. Let's not dodge that. You might not think it's an us against them, and I don't want to make it seem like us against them, but this is Cleveland Clinic's convenience against the city, at least where I live. I live down the street here. Cleveland Clinic can give less than a darn about Joe Dennis over in the block. This is their interest, and I think we should be real clear on that. Yeah. Will it help the city? Possibility. Did Euclid Corridor help the city? Maybe a little bit. But what I'm saying is this is a road for the Clinic, University Circle and back. As a resident, if I have to move, if it comes to that, see, then I know nothing else about this neighborhood, see, I will have to move out of this neighborhood if I'm relocated. There will be no place in this neighborhood for me to relocate. There will be no houses along that road.
- (Fred Collier, City of Cleveland, responding) You've already come to the conclusion that you're excluded without knowing how things are going to play out. We don't even know technically how everything is going to play out on the development side, so how can you come to that conclusion and stay married to this idea that this roadway is just all about Cleveland Clinic? This is -- that's the noose that has been around the neck of this effort. Here's what I can tell you as a Clevelander, as a resident and as a planning professional: From my vantage point, I don't think that's the impetus of this project. If there's interest by the Clinic, others, in this roadway, maybe so, but you want to keep us married to this notion of it's the Clinic against the city. We don't see it that way. The administration doesn't see it that way. The Mayor doesn't see it that way. There are a lot of individuals who do not see that that way. Are there issues, ancillary issues that may have to be worked out about some of the things that you talked about? Maybe, but the reality is that we cannot stay married to just that point, because if we stay married to that perception then I suggest you do a no-build, you don't do anything.
- (Resident) You cannot stand there and tell me that Cleveland Clinic and University don't have a stake in this project.

- (Fred Collier, City of Cleveland, responding) I said it before, everybody has a stake. When you have an employment base like the Cleveland Clinic has, when you have invested in the city like they have, yes, there's some differences in the amount of stake. I own a house in my neighborhood, Applewood Center is across the street, and they've invested a lot more than I have, so it's not me against them. They're still stakeholders. Regardless of the level in which people have committed and invested in their communities, be it residents or institutions, we all have a stake, and in that statement that I opened up with it states sort of how we can somehow try to embrace all of those interests, because at the end of the day that is what a city is, various stakeholders, various interests, various individuals at various levels trying to come together to create a metropolitan atmosphere. That's the Cleveland I want to live in.
- You said jobs are going to be available for employees, for people in the City of Cleveland, by being in this neighborhood to go to work on that project if it comes to fruition. You should say very clearly, very clearly, that that won't be. It's an ODOT project, and ODOT is going to be the one on the project and they're the ones that funded it, so to build up somebody's hopes of maybe getting employed, that is nothing but crap.
- (Fred Collier, City of Cleveland, responding) You're focusing in on road construction jobs. My dialogue was not about road construction but it was about jobs for the community, businesses coming into the community and people positioning themselves for leveraging those potential opportunities. Now, if you have a specific interest regarding road construction jobs, then that's what your focus is and I would like to understand that better, because I necessarily don't have the answers for that particular.
- (Resident) You're speaking to an area which you got probably close to 19 to 20 percent unemployment. And in this area for you to stand there and say that there's a possibility of more jobs happening, some of these people get to believing that there's a strong possibility of that happening, and that's not true. It hasn't been true with the Euclid Corridor; it hasn't been true with this whole project. Even Cleveland Clinic themselves haven't done a strong hiring of minorities in this area, and they're still sitting there. They hire every day, every new project they build in the new -- and they have no minorities on the projects, they don't, and that just is a fact of life. I think a lot of people need to come to a realization of that. When you stand there and build hope, that's wrong, that's just wrong on your part and on the City's part.
- (Tim Tramble, Burten Bell Carr Development Corporation, responding) I am an individual who can say that I live within the Corridor area and I work within the Corridor area. I just want to say that I remember about maybe four years ago Fred and I in the City Planning Office debating about whether this was a good project or not, and I was an individual debated that it wasn't a good project. The reason why I said that was the very reasons that you're outlining, and I think that Fred is doing a good job, he did a good job then. He did a very good job at articulating his belief in the project. The reason why I felt the way that I did was because I had the perspective that you have, and that is why we are building this road and who is this road being built for. I think that when we really analyzed that question and rather posed a question as to what made this come about, who initiated this -- because my speculation is that you're absolutely right, that it was initiated by Cleveland Clinic and University Circle, but when we talk about opportunity and what this can be and what the potential of this could be for not just Cleveland Clinic. Cleveland Clinic is a vested stakeholder in our community that we would be worse off without them

here, so we all have to recognize that truth. If the Cleveland Clinic was to leave, it is the largest employer in the City of Cleveland, so it would be devastating to our economy, devastating to our tax base. You think you can't get things done now in the way of services? We have to think about that. So we have to think about them as a true stakeholder, just as we are as individuals. We all have our own individual opinions and we should all express them. We all have an opinion, and my conclusion that I've come to is that we can do this road, we can recognize that, yes, it was probably initiated by powers from University Circle, but what it can be and our stake, and the point that Fred is here as a black man who lives in the inner city of Cleveland, just as I do we have power, you have power, we all have power to influence what the impact of this can be, and we help articulate that vision. If you go back to the vision, you'll see that economic opportunity is a key function of what this roadway should be. And we're not just talking about the roadway, we're talking about what's going to be along the roadway, because that is a great opportunity for us. One of the greatest things and the greatest values that we have is all of this vacant land, and what we have to do is determine how do we use it, how do we access it, how do we create, increase the value of it. This roadway can serve as the vehicle. I'm not just speaking as the Executive Director of the Community Development Corporation for Ward 5, I'm speaking as a resident that lives within the Corridor as well.

- I've seen different projects around Cleveland, like projects downtown when they built the stadium and things of those sorts, and then we end up paying for it but we can't afford to patronize these things. I've been around the V.A. project, and very few minorities come off those job sites. I don't want this to come through. My mom owns property here for over 50 years, and once it's gone, we can't get it back. As minorities that's one thing that the other minorities don't have or can't get now is property, they don't have jobs, they don't have the education to get a job to purchase property anymore, so they're renters, and my mom, her vision was to leave this property to younger people in our family. Now it's not going to be there anymore. So I don't want this. I don't want to see this come through here either and everybody be displaced and then all we can do is stand on the side and look at the thruway. There's not going to be any jobs. What kind of guarantee can we get that we're actually not going to be outsourcing these jobs to companies in Medina and things of that sort, to come here, pour concrete, do the landscaping, put in the lighting and all the things of that sort?
- (Fred Collier, City of Cleveland, responding) A couple points; One, I just want to say, so that you gentlemen don't think I'm not sensitive to what some of the issues that exist are, and they're very real what you're articulating, I do want to say though to your point about your mom's house and her leaving that legacy for generations, these are all things that have to be taken into consideration, and that slide that Matt showed, the numerical equations that you went through about sort of relocation assistance, things need to be worked out as to will people be able to relocate inside the community. As a person who owns a home, if some type of deal or whatever is worked out to where you benefit, where your mom can buy a new property, is that something you would be open to? Those are conversations that at this point we can't have, but those are the type of things that are being factored in. So just so you know that that doesn't fall on deaf ears. And this is why some of these relocation strategies are being sort of massaged, to see how a private owner can work with or either choose not to work with any organization, group or whatever who wants to come in and do any type of development activity. That's something that your mom as a property owner would make her determination as to what the best need for her is at that time. And I think the other thing that you brought up about there's different projects around the City, you talk about the Juvenile Justice Center where there's not a lot of minority contractors, all I can say to that is this, yes, that is a reality, and as legislators, as the City's chief executive, the Mayor, the Council have to put whatever laws and policies in place to help offset that,

and I think that the administration as well as Council has made some very noble attempts to make sure that they put laws and things in place to ensure that more minorities get opportunities. It's still a work in progress, of course, and we all know that. So I just want to say to the three gentlemen there that the Mayor and everyone is aware that these types of issues exist, and the only thing that we can do is continue to try to fight, to lobby, and put laws and things in place to ensure that that does not continue. Am I the guy that can stand here and give you any guarantees? No, I'm not. I'm just conveying to you sort of what's happening, and whether the results have been satisfactory at this point to you, I don't know.

- We're talking about vacant land that's been purposely left vacant for a long time. I live around the Kenneth Johnson Rec Center and have just seen stuff drop for years. I've been there 55 years. Property dropped no intent to build anything. That's why I'm saying this property is bigger than this road, what this gentleman is talking about. This has been planned for a long time. Cleveland Clinic, again, University Circle. Again, I'm saying again, the first step of making this project palatable with residents is to be honest with us. There will be no minority jobs leaking out of this thing. If this thing takes three or four years to build, I sell my mom's house down here which my dad built, or two houses down here, he built from the ground up, this thing takes three or four years to build, by the time this opens I won't be able to afford no property to relocate her nowhere. If they give her \$10,000 or \$15,000, the appraised price of that house, if I have to move her into another house, that's a mortgage. At 83 years old, she can't afford a mortgage. If I got a house down at 90th and Buckeye and it's appraised for \$15,000, what are you going to give me for it when all this is said and done? What's the likelihood of me moving out of that house and moving into another house with no mortgage?
- (Anna Durastanti, OR Colan, responding) We have to look at other properties that are available in the area.
- (Resident) Houses in that area are only \$30,000, you cannot buy a property free and clear, which my mom owns her house.
- (Stephanie Howse, City of Cleveland, responding) That's not how they calculate it. For the individuals again, each resident is different. You can actually see the specific residents that will be impacted, and we are encouraging people, if you think with the different alternatives that we are providing to you, we do have the addresses listed where we think residents will be impacted, and then based on your specific issue, there is someone that can actually talk you through that process. Mind you, this is 2010, we won't even know until 2012, beginning acquisition in 2014.
- (Matt Wahl, HNTB, responding) And so everyone is aware, if the roadway does impact a residence, say your mother's house would be impacted, the Federal process would require them to look at the structure, they would look at how many people live in the structure, how many bedrooms are in the structure, and they would have to find available replacement housing on the market for her to relocate to and make those available to her to relocate to. Now, if the property is appraised for \$15,000, if they can't find another property for that price and the only thing they can find that meets those conditions and the Federal government's definition of decent, safe and sanitary, costs \$20,000 to relocate her to that house and that's what they can find and she wants to move there, they would pay the \$20,000 to move her. They might have to pay more for a replacement house than the value of the house you're in, that could be the situation. Ultimately it's the owner's decision on where they want to live. No one is going to tell her where to live. They're going

to find replacement housing available for her, and if to move her into a replacement house, if that's what she would elect to do, costs more, then that would be covered as part of the process. So she still wouldn't owe any money on that. They would take the increased value.

- (Resident) So if my mom sells this \$15,000 house when all this is said and done, she finds a house, I don't want to go out in the suburbs, further up Buckeye that costs \$80,000, \$90,000, you're saying they're going to put her in that house with no mortgage?

→ (Matt Wahl, HNTB, responding) They're going to look at her house and look at the number of bedrooms and look at the condition, the appraised value, and they're going to find other comparable houses that meet that requirement and they would make those available to her.

- These relocation experts, are they voluntary, or is there a fee involved?

→ (Matt Wahl, HNTB, responding) You would not be paying.

→ (Anna Durastanti, OR Colan, responding) It's not like a real estate agent at all. We're here to help you. We're trying to make the relocation as easy as possible for you and cause as little impact as possible. And, sir, your question about the houses, what we typically do, you have a fair market value established, you have a certain area, we go out on the market looking for available housing in the general area. We're looking for certain types of houses depending on the size of the house, number of rooms, et cetera. We do look for certain things that they have to at least meet. Just to give you an example, you keep throwing out the \$15,000 figure, if we found a house for sale that meets decent, safe and sanitary requirements, same number of rooms, et cetera, that are needed for the relocation, we would pay your mother the difference to help her reestablish that property. Also, we would pay for any incidentals, expenses that she's eligible to receive. Now, this is with a 180 day homeowner that means that person needs to live there for at least 180 days to be eligible for these benefits.

- There's going to be no reverse mortgage offered to (relocated homeowners), none of that kind of stuff?

→ (Anna Durastanti, OR Colan, responding) We don't tell them what to do. They can do what they want to do. We can't tell them where to move to. They have to pick the house. We do tell them the house has to pass our decent, safe and sanitary inspection for the Federal monies to participate in this.

- So if I got a six bedroom house and then I got 156 feet of land in my backyard, I've got a big backyard with a bunch of trees and stuff like that.

→ (Anna Durastanti, OR Colan, responding) The Federal regulations are more concerned about your housing requirements than the land. You look for a six bedroom house. But on the flipside, she doesn't have to go buy a six bedroom house unless she needs that because of her family's composition.

- I'm a resident of Clark Metro, and I just had a comment about Mr. Dennis' comment. And I'm doing this as a citizen. Basically your \$15,000 house, if this Opportunity Corridor doesn't come through, that \$15,000 house, you look at your neighborhood, your neighborhood has



- gone down and down and down and down, in another ten years that house could be worth \$1,000. There are not going to be any neighbors. You're going to see people keep leaving the city and going and going and going. There's going to be nothing left.
- (Resident) So let me explain something about this house. This is a house that raised me, okay? You can say \$15,000, but for right now, this road comes through and they say we'll give you a million dollars for that house, you couldn't buy that house. You're putting a money thing on this, but what I'm trying to tell you, you're trying to predict what this neighborhood is going to do. I've lived it fifty-some years. I've seen it go from the worst to the best. The object is if this road is going to improve this, fine, let the road do the thing, but some things you just can't put that kind of price on. So to predict what the neighborhood is going to look like -- in fact, you're almost right, there are three houses on the street now. You know what, at the end of the day there's one, there's two, that's going to be it, that's fine, I've got no problem with it. I've seen all of Buckeye leave. I'm going to live there. I have a mortgage-free house. Why am I going to go anywhere?
 - The house that I live in is a three unit apartment house, and I'm disabled now, the other two units are my only source of income, so how does that factor in your relocating?
 - (Anna Durastanti, OR Colan, responding) She's going to be given benefits probably as landlord as well, and you will be given benefits, but I'm not going to say that they are going to replace the three family house with a three family house. You have to decide what you're going to do. You're going to break out your portion of the house that you currently occupy, and that's what they'll base the relocation on for you as an owner. We compensate her to a one family, but she would also be considered a landlord. There would be two separate parts -- there would be three relocation offers on that parcel, a tenant, an owner/occupant and then a landlord parcel.
 - How will eminent domain play into this?
 - (Matt Wahl, HNTB, responding) For the roadway, if a build alternative is selected and if the funding is available to acquire the property and the project moves forward, for a transportation project eminent domain can be used to acquire property, but it goes through a whole detailed process here that shows how you go about acquiring, you appraise the land, you make offers on it, you negotiate through the process. If agreement cannot be reached, it can go to an appropriations settlement going through the court system to establish that, and then ultimately the State or the City does have the right of eminent domain on a transportation project.

Kenneth L. Johnson Recreation Center, October 6, 2010, 8 am - 10 am

- During the developmental stages will there be any employment opportunity in the low-tech or no-tech for the surrounding communities?
- (Matt Wahl, HNTB, responding) One thing we talked a little bit last night is we heard a lot of questions about the construction jobs for the road. And that is one component. There's also construction for the development that would occur after the road, as well as the permanent jobs that will go into that development. And also the supporting jobs to support those jobs when all the people are here. I just want to make sure everyone is aware of that. There are tiers of jobs that would be created.
- (Fred Collier, City of Cleveland, responding) There's not necessarily a guarantee that "X" number of people are going to be employed during this road construction project. I think



- what the administration is really trying to do is to try to position minority and female businesses to help position them to help them to compete for opportunities that present themselves at that time. From a policy standpoint that is what the trajectory that the administration is on.
- (Dale Schiavoni, ODOT District 12, responding) For road construction jobs, yes, basically it is part of our outreach program. With the Innerbelt Bridge there was an effort to bring in minority contracting firms to help them position themselves to where the prime contractors would use them as a sub. I'm not going to say when you have federal money involved with jobs it's an easy process to deal with FHWA. I would expect us to do some type of similar effort for a job of this size. We're estimating anywhere from \$250,000,000 to \$325,000,000 or something. Its preliminary estimates of what this corridor would cost.
 - (Fred Collier, City of Cleveland, responding) That's for the highway construction. There's also the Fannie Lewis Law that's in place now that identifies sort of a portion of jobs and contracts to those minority businesses. There are things that the administration is trying to put in place to ensure that that process is transparent and open so companies get an opportunity to adequately compete for whatever opportunities present themselves.
 - In terms of educating the community, how are we going about informing the community of the different things that's occurring in their neighborhood, other than through the fliers? Because, obviously, that's not very effective as you can tell me by the number of attendees. I had heard you were knocking on the doors to find out if they were occupied or not. Will you knock on the doors to raise awareness?
 - (Matt Wahl, HNTB, responding) As far as the project is concerned, we're trying different techniques and we're evaluating how well they work. The last round of meetings, we had a daytime public meeting and we had an evening one on the same day; one in the University Circle area and one just down the road at Mount Sinai. Then we followed up with a business meeting, as well as five neighborhood meetings. Part of the issue is it took a long time to coordinate all those different meetings. Some people were coming to later meetings thinking there was different information. Also, we heard at the business meeting at lunch we should do something in the morning. So what we really focused on this time is trying to narrow the timeline to where we are actually having six presentations over last night, today and tomorrow. We're trying to get them closer to the study area. We're also coming back here starting at 11:00, and hopefully we'll get a better turnout as well. We're dealing with a largely elderly population of property owners. With the elderly it's less desirable to come out at night. We mailed out roughly 3,000 of the newsletters. So we're trying that as well. And then we put two advertisements in *The Plain Dealer* and one in the Post to see if we can increase or see if the attendance goes the other way; what worked and what didn't work. As far as last night, as well as this morning, it was kind of rainy and not as nice of a day. When we get done, we'll see where we land and we'll work with that when we come to the next series of meetings.
 - (Fred Collier, City of Cleveland, responding) I think one key is individuals like you who are engaged, is to talk to someone. That is an effective way to tell people who are concerned about something.
 - I was one of the vocal parties not to support discontinuing Woodland. Working for Buckeye Development Corporation, knowing the efforts that are being put into the development and strategy to strengthen Woodland Avenue, I think to keep it a continuous avenue as it connects through our neighborhood into Larchmere and into the outer suburbs. I think Woodland over time could be a key connector. I think it should be treated with that

sensitivity. And I think disconnecting it will devalue the long-term potential that it has. Right now some people travel Woodland and they may not see the potential. A lot of the energy that the City of Cleveland and Buckeye Development Corporation that we're putting into the neighborhood around Woodland, I think over time as this comes onboard, I think Woodland Avenue has a very high potential. I just want to reiterate keeping Woodland strong.

- (Matt Wahl, HNTB, responding) Central section alternate B builds upon what we heard. What you'll see is that there are different areas and different businesses impacted. We definitely see some of the advantages of shifting it slightly east to create that continuous movement.

Kenneth L. Johnson Recreation Center, October 6, 2010, 11 am - 1 pm

- I came because I have some rental properties in the area. I'm wondering about the impact of this corridor on my properties. The title of this project is Opportunity Corridor, so I was expecting that you would have an economic group here that would talk about how the economy was going to be affected or improved, and how people would get businesses, how people would work and live in the neighborhood without being affected by long stretches of roadway. It's a beautiful concept, as I understand it. I'm interested in how people are going to work. Where are they going to work? How is it going to affect jobs?

→ (Matt Wahl, HNTB, responding) We wanted to make sure, because there's been a lot of focus on the job opportunities from the construction of the road. First, there's the construction of the road itself. There's also construction of the development that would occur and those jobs. And then there are jobs that support that development. Just to make that general statement.

→ (Fred Collier, City of Cleveland, responding) A couple things I try to articulate in the slide is that there are existing investments that are happening in the community. There are holes or components missing from that. One of those is large scale jobs. Let me give you an example, particularly in the Forgotten Triangle area. The history of that area is that they had automobile companies, large manufacturing firms; there was a concentration of jobs that created opportunity for residents who lived in that community. The vacancy that exists there affords us the opportunity to create development districts whereby we can acquire land resources and match that with company needs as we solicit new businesses to come into the City. The challenge is trying to ensure that everyone is included in that process. Part of that responsibility is on the City of Cleveland and others. The other half of that responsibility is on the residents to position themselves, which is why when I was talking about Cuyahoga Community College and the types of course offerings that they have. One of the things that the Opportunity Corridor Committee, based on community comments, that they are starting to talk about is what types of businesses could be solicited or businesses that would locate here: Logistics and distribution, advance manufacturing, green technology companies. The opportunity is this preparation meeting and these potential opportunities. And I think that's how we're going to achieve success. It's about positioning first.

- I'm looking at the part of Buckeye and the Blue Line. What is going to happen from Shaker Boulevard going down the hill going down old Buckeye Street?

→ (Matt Wahl, HNTB, responding) As part of this project, we would be working roughly within the limits of where you see the Blue Line. We would not be making any changes on

Buckeye farther up the hill. I know there have been some other studies for what to do with the intersection. This project would not go all the way up.

- What do those Xs mean on the roadway?
 - (Matt Wahl, HNTB, responding) Those are the sections of roadway through here that would be eliminated. One of the downsides is skewing through the neighborhood. You're looking at eliminating portions of those roadways. When we talked about that section at East 72nd Street and Chester, we need to work with the City and the community to find out which streets do you want to access the boulevard. That would be more of a local decision on where access points would be created.
 - If you could go to the Alternate A? If you focus on the blue Xs and people who have property along those areas, would that be considered part of your acquisition process for eminent domain?
 - (Matt Wahl, HNTB, responding) What we would be looking at in a stretch like this is making new connections. If this section of the roadway was eliminated, we would be looking at making new driveways and extending to the other roads. So where we could identify properties that we couldn't provide access to, we would potentially need to relocate the property.
- I ride my bike through this whole neighborhood on a regular basis. Listening to this, I'm concerned about how it connects with some other things, and I'll narrow it down. Garden Valley is being rebuilt right now. It seems to me that a goal is that residents of Garden Valley should be able to use the Opportunity Corridor with public transportation to get to University Circle without having to make a bus change. Right now you have to go up 79th Street to get to University Circle, which means you're going to have to walk a lot or change buses. I guess what I'm concerned with is that you're interfering with other plans of this City. How can Garden Valley be part of this?
 - (Matt Wahl, HNTB, responding) Some of what we heard is that because of the volume of traffic, maybe it's not good to have bike lanes on the road. So we are actually looking at the possibility of a multipurpose path. Instead of a sidewalk, you'd put in a bike and hike trail. RTA expressed an interest when they see improved access to some of the their west lines being able to access the University Circle area, as well, and possibly running new bus lines. We don't have details on how RTA would interface.
 - (Fred Collier, City of Cleveland, responding) Garden Valley is situated south of this boulevard. You can only access it through another one of those south stretches, 79th would be one of those key south stretches. This is a west to east roadway configuration. The reality is that you are going to have to go up one of those north/south streets, 79th being one of those key corridors.
 - I'm asking about RTA stuff that happens afterwards. If you're asking me what could be useful for being able to take one public transit route up 79th and down the corridor, rather than having to take two buses.
 - (Matt Wahl, HNTB, responding) Those are the comments that we want to hear. That's stuff for us to consider.

- In three of your sections we have displacement of residents and businesses. Is there a list, either by address, of which ones they are? Have they been notified? Or do you have a list?
- (Matt Wahl, HNTB, responding) Right now there has been no notification. The numbers are in reports in the back. There's a separate study, Relocation Assistance Program Survey, and that looks at each of the alternatives and which structures may be impacted. We have a picture of the property, as well as a description, and then one alternative if it would or if it wouldn't. Yes, there is a document. We don't have it with us today. It's still being reviewed and then it will be made available. It is for all the alternatives, and it shows the property street address. Now the RAP survey is a relocation survey. It's looking at the residential buildings that are not boarded up. Same thing about vacant business buildings. Just so you're clear, that report documents the impacted businesses where we can verify there was activity.
 - Were you guys sending information out to the people who are going to be impacted by this?
- (Matt Wahl, HNTB, responding) First, in steps one through four we sent a list to all the property owners that we identified. And then we also added in the people that signed in at public meetings. And this time what we did was work with a local mail service and they identified all of the valid street addresses within the study area and a buffer outside of that. If you didn't receive a newsletter, we want to know. We sent out roughly 3,000 newsletters about 10 days in advance of these meetings. The newsletter advertised all of the public meetings, and then it gives a lot of information about the corridor.

Edgewood Park, October 6, 2010, 6 pm - 8 pm

- My question is with the RTA. We just recently had it put there because of the fact that we had a hard time crossing 55th Street in the first place. If you have this thing going through, we're going to have to cross another street to get to the RTA station again. I don't care what you say about a highway connection, with it being 35 miles an hour, it's not going to happen. People are going to speed through there. If you don't have the police force there to monitor the traffic, it's not going to mean anything.
- (Matt Wahl, HNTB, responding) That's why we developed the grade separated alternate. You would actually walk on 55th and the roadway goes under you. Those are the comments we like to hear. We want to continue to hear your concerns. We've got it documented here.
- Is this going to increase traffic into the University Circle area? I've been in the University area a bunch of times. That is a congested area. Why would you want to congest that further?
- (Matt Wahl, HNTB, responding) It's going to redistribute the traffic coming in. One thing we didn't talk about was the traffic volume. We talked about East 55th Street being the heaviest. By the time you get to Quincy and East 105th Street, you lose traffic from East 55th, you lose traffic from Kinsman, and you lose a lot of traffic funneling from Buckeye, and then you lose traffic from Woodland. So by the time you get to Quincy, you've got half the volume you started with, hence that smaller section of roadway does function in there. And development is occurring in University Circle regardless. They're going to see their own traffic headaches. This will definitely provide people coming from the south and west a much better opportunity through there. And it also puts a lot of faces back in the neighborhoods that are now being bypassed.

- The other part of this is that it's just not a matter of west coming into the University Circle and the development opportunities, when we do some of the modeling; we're picking up traffic here and moving it west. So we're also looking at developmental opportunities. Especially when you look at places like Orlando Bakery and others that may get a lot of traffic out. It opens up and is much more marketable. This is really near where we talked about the Bessemer (Road) extension. The Bessemer extension was to take truck traffic off the residential area and open up a better transportation mode.
- So you think it will get businesses booming here because of access from the west?
- (Matt Wahl, HNTB, responding) Yes. It's all about access. And I think it opens up land to be developed next to the corridor.
- On Francis from E.57th to E. 59th, I'm on E. 64th, which they're not taking my house unfortunately. What are we going to do with the noise? There's going to be a lot of noise.
- (Matt Wahl, HNTB, responding) What we talked about was opening up new frontage and new visibility in areas. We've started with some (noise) analyses, and we'll be going to the next step and taking existing noise readings, setting up meters and recording the ambient background noise. And then we can run it through models to predict what the future noise will be. And then through much of the corridor as it would develop farther east, you don't want noise barriers. Because when you get into that area, you want to develop it for access too. But there are locations, in particular, in the neighborhood in Slavic Village where a noise barrier may be appropriate. It's going to be complex because of what it is currently used for, which is a mix of residential and other things, and then the City's future plans and the community's plans. If you look at the Innerbelt on the westside, it actually does provide noise barriers. But the community said they didn't want them. They would rather have the trees and landscape. If we go under East 55th Street, the roadway would be below grade for portions and then come back up. That would serve as a natural buffer there.
- The one proposal going underneath and they have the loop around coming back. I've been on 59th for 15 years and we had no traffic there. Now you're going to leave six houses on that street just so you can have that loop around. What about those six houses that haven't had any traffic flow? We're going to be subject to be people cutting through. Why would you leave six houses there? It sounds inconvenient for those people. I'll never be able to sell my house. It's a sty right now as it is.
- (Matt Wahl, HNTB, responding) We understand your concerns. So everyone recognizes too what we are talking about, East 59th Street would remain. And the houses on the east side would remain. And the other connection would come through. And if you think about it, when it hits East 55th Street it is at the elevation of East 55th Street. And when it comes around, it will be diving down because it's going to intersect with the boulevard that's below. We would be looking at a buffer. The roadway itself would not see more traffic on 59th Street. East 59th would remain there with only houses on the side. We're going to be looking in more detail as we examine how you create that grade with retaining walls and slopes.
- (Councilman Anthony Brancatelli) What I would suggest too, this is a process and there will be a lot of community meetings. One of the things they can do is start narrowing down. As you saw with the Federal Transportation Highway Act, it is very complicated. They'll do some really good modeling electronically, so you can see what the impacts are. Once you start seeing the modeling, once they get closer, it will make a difference.

- (Matt Wahl, HNTB, responding) At this step we are looking at: Where does the road go? As we get to the next step, now we start developing the profiles to see what elevation the road will be at and those limits. We'll have a lot more detail.
- I am on Carpenter Avenue. I'll be in the middle of the road, and the road will go right around me. There are nine houses on that street and I'll be in the center. There are three houses and nobody is living there.
- (Matt Wahl, HNTB, responding) Our goal as we go through the process is to try to minimize impacts. We don't try to guess which houses will be taken or won't. We tend to minimize impacts; minimize project costs, minimize neighborhood impacts. I hear your comment. Right now none of the alternatives that are being evaluated would impact any houses on Carpenter.
- (Councilman Anthony Brancatelli) When we look at impacting residential districts, this is probably our fifth or sixth project in this neighborhood that involved residential impacts. When we looked at Dave's grocery expansion; buying houses, relocating families. When we look at Third Federal, again, we looked at a combination of economic impact, as well as a significant change in our resident structure. Because of Third Federal, as you look around the corridor, you're also looking across the street at a new Metro Hospital, which we took out industrial. We look at the Boys and Girls Club and that infrastructure that was done. Our last big real estate relocation was part of the new Central Catholic football field. And right before that was Mound School. We look at what the impact is for the neighbors. We don't want to shove a football field against a house. If we're reshaping our neighborhood, what we're looking at is for the highest and best use. We don't want to take our eye off that ball. That's why when you talk about green space, we want to make sure we can do that and we need to talk about positive reuse of land. You need to look at the other side of the freeway at Industrial Valley. When we first started planning Industrial Valley reuse, none of us could have imagined, but we were pleased to see a brand new Heidtman Steel Warehouse, and not all the dirt. And we all have to eat some dust for awhile. And that's how we look at taking chunks of land and planning, which gives us a longer term investment. We're not going to lose track of that.
 - What about people that are going to be left in that neighborhood? What are they going to do for us? We're going to be stuck there.
- (Councilman Anthony Brancatelli, responding) I don't like to use the term "stuck" because I like our neighborhood. But we have folks and others when we talk about planning. I look at that vacant land at Carpenter. If you look at what we're doing along 75th Street, between that and Union, we're doing new construction. We're saying, here's this edge, here's this edge, and we can bring in new projects and use some of the redevelopment strategy to build new homes or things like the new Union Garden. We can look at what returns to our neighborhood. And that's important. We're not going to be dealt from the bottom of the deck if we're all playing from the same deck.
- Regardless of what happens with this road, I don't think anybody is comfortable with how the foreclosure prices have been impacted. It has been devastating to see really old houses lost. This opportunity and the RTA station together are enough. Either one of them by themselves might not be enough. The two of these together gives us a chance to leverage and build off of. In my mind what I picture is that, if you can ride a mile and a half or two miles on your bike or hop on the RTA to get to University Circle to go to school or work, that gives us something. My other point is: As much as Saint Hyacinth has been devastated, if you take another 40 out, then that leaves us with even less. We need to

- mitigate that negative effect, not just for the individual home owners who have every right to be relocated, but to make the neighborhood as a whole.
- (Fred Collier, City of Cleveland, responding) I think it's very important to understand that there are two conversations here. That's the roadway itself and its actual impact. Then there's ancillary parcels and development activity. And that part really has to be thought out. The committee actually started to look at potential chunks or development districts to try to break it up and focus their attention on what happens, working with the development corporations. A lot of those questions will be answered as we go through the process. This roadway piece is one conversation. But how we acquire some of the land in addition to that roadway is another conversation. That has to be carefully crafted to assure that these neighborhood amenities are represented in some way along that corridor. One of the key things that's missing in a lot of the neighborhoods in between University Circle and that turn is, is really that large scale of economic development engine. When you look at what the neighborhood used to be, it was the hub of economic activity. I think we can recapture that if we begin to leverage the land resources and leverage these new economy-types of industries for this area. I think that will start to begin to stimulate the investments that are already taking place, which I just named a few. If you look at University Circle, Slavic Village, there are other things that are happening right now in the community where this can fill in the gaps.
 - The traffic, where is it going to go on 55th when you start doing the detours?
 - (Matt Wahl, HNTB, responding) That is something that we will be looking at. We've already started to think about it. As we looked at the overall corridor, much of the alignment when you get past East 55th Street -- most of the roadway is on a new alignment. It wouldn't impact those major streets. Remember when they rebuilt the bridges over RTA from Woodland to Buckeye? They actually shut down the roads. When Quincy and 105th -- actually 105th was shut down at the same time. We know that has worked in the past. East 55th Street will be very difficult, especially when we go under and we try to figure out how to maintain it. That we will start to look at in this next step. The hard part is, until you narrow your focus, you can spend a lot of time and effort on things that aren't going to go anywhere. As we identify our focus, now we start to figure out: How do we do it? And by doing that does it create additional impacts?
 - It seems to me we've had an increase in traffic coming off of 490 because of the 71 bridge construction difficulties closing down some of the traffic. That construction is supposed to go before this would go in, correct? So that might relieve some of what we see now coming onto 55th to some degree, in terms of looking at the level of traffic?
 - (Matt Wahl, HNTB, responding) The Innerbelt Bridge wouldn't be. The westbound bridge would be constructed well before. Just remember, there's no construction funds for what we're talking about here. That's a major effort. As you can attest, you guys drive 55th every day, 55th is graded a D. It's either a D or an F. When we talk about the Do Nothing Strategy, it's already failing. To put it in perspective, at least from Quincy south, there are only two intersections right now that are failing. And that is 490 and 55th, and then the five-legged monstrosity to the north, which is Woodland to Kinsman. The rest of the study area there's not much traffic in it. That's part of the goal is to put people back into the neighborhoods.
 - I've lived on Butler Avenue for 15 years and they're going to take me out. I was looking at some of the roadside elements and community elements that I see, and I like the different

types of lighting. And I'm wondering what the tax implications will be on that, as far as more lighting, and if we could employ any solar?

- (Fred Collier, City of Cleveland, responding) Actually, there has been solar parking lights used for parking facilities. And as a result in our Reimagining Cleveland efforts, cities have used that on developments. The answer to your question is: Yes, that potential is out there, if we choose to go that route. There's a plethora of sustainable green elements that can be used for lighting, as well as infrastructure. And that's what we would like to begin to explore. If there's something not listed that you think is relevant, we can add that to the equation.
- (Councilman Anthony Brancatelli, responding) You know the Mayor's strong initiative around LED. And part of what was being done when we rebuilt 65th and Detroit. They are looking at LED in parking lots. Even though we may have more lighting, it will not be a taxed on the grid.
- What I want to know is, along all these different areas you got all these people, unemployment, foreclosure, and all this, can the neighborhoods that are impacted be involved in the rebuilding of the road instead of local businesses and contractors? How about local citizens who are unemployed to have them working on this? I think it is very important. If you can do that, it should be without taking into account of their background. A lot of people who need jobs have felonies. The people along this corridor would feel a lot better about it if they were part of building it.
- (Matt Wahl, HNTB, responding) That's a similar comment that we've received at some of the other meetings. And what we haven't talked about was jobs. When we think about jobs, there is a lot of focus on the construction of the road. We also want to remember there will be the construction of all the development that can occur along the road. and also the permanent jobs that would occupy that development. We haven't identified the funding for the road. If you use federal funds, there are certain requirements that you use. Dale Schiavoni can talk about ODOT policies.
- (Dale Schiavoni, ODOT District 12, responding) I see a good example, is on the Innerbelt Bridge. That's almost a \$300,000,000 bridge. We have a goal level for that contractor to actually utilize 20 percent of minority contractors. We have an outreach program that we implemented with that where we invite contractors in to help them and explain the process. Dealing with federal money in our process is not an easy thing. It's with all the minority groups. It is a 20 percent goal level if the contractor feels he can hit that goal level and having that amount of minorities involved in the Innerbelt Bridge. So that's almost \$60,000,000 worth of work for minority contractors. We're still out there having sessions with those minority contractors. A job like this, I envision this job to be \$250,000,000 to \$300,000,000 range, as far as estimates for construction costs. I firmly believe we are going to do the same thing with an outreach effort to incorporate minority businesses in the actual construction.
- (Fred Collier, City of Cleveland, responding) I think one thing that's important to pick up on that is when you talked about the ex-felon question. One of the reasons why I put those statistics up was to demonstrate the challenge that we face. The ex-felon conversation is a matter of public policy and changing how we view ex-felons. I haven't heard any law that says you can't hire someone who has a criminal background. That's an employer based determination. I think there needs to be a shift in giving them second chance opportunities. It's not necessarily the roadway or this process that dictates that, but we have to be very

cognitive of employers who come here and how they view giving people second chance opportunities, because that's a very real issue.

- Are buried utilities part of the project? I would like to see the existing lines down.
- (Matt Wahl, HNTB, responding) We've had some initial contact with utility companies. When we identify what we call "red flag" we're looking for that major utility infrastructure, as far as what we might be impacting. Right there at East 55th Street is a good example. If we go under East 55th Street we've got a series of interceptor sewers that go north and then they turn and come back south right at that intersection. They look like they're 20 feet down, but it's an eight foot pipe, and we know we would hit some of them. But we've identified a solution for that by shifting it a little bit. Ultimately, utility impacts do get considered in the alternatives as we identify price. Even though they might not add up directly as a project expense, because if they are in the public right of way they have to move at their own expense. We, as the utility users, pay that impact. We do consider utilities when we look at it. The question is: Would all of the overhead utilities go underground so you don't build this road and have wires strung all across? That's a discussion that has to be had. And you have to look at the city policy. A lot of the utilities are in the city by permit and permission, and there are a lot of regulations on that.
- (Dale Schiavoni, ODOT District 12, responding) I don't envision a lot of that. A lot of these parcels are already fed down the other arterials with the CEI or CPP power lines coming down there. So I think it would be a matter of utilizing most of those existing power connections to these parcels that would be available for future development. I don't envision any new lines, like CEI power lines, going down.
- (Matt Wahl, HNTB, responding) The Public Utility Commission of Ohio regulates that. And on a lot of projects the utility is required to do whatever is most economical, because that's what the people are paying for. If you went to Independence, Rockside Road, everything went underground. Any additional costs from going from overhead to underground was born by the city. That can add direct costs. A lot of that cost is determined when you hit the buildings, because if the power goes overhead to a building, you have to come back up or reconfigure all the buildings.
- (Fred Collier, City of Cleveland, responding) There are cities around the United States that are looking at alternative energy for power sources. This could potentially be an area in some capacity where that could be utilized here locally. It's a matter of how do we position ourselves to leverage all the possibilities that are out there.
- If you've been reading *The Plain Dealer* the last couple days, the Feds are telling us that water pollution control and water runoff and they are fining us here in the City of Cleveland. Now, I have to question, do we want to build an eight-lane boulevard and get hit by the Federal Government Water Pollution Control? Or do we want to hang our hopes that if we go and add more concrete, and water runoff, and more pollution, do we want to hang that new businesses are going to come and pay all the federal fines?
- (Matt Wahl, HNTB, responding) That's actually something we're already starting to look at here in step five. The whole study area that we are dealing with has combined sewers. Which means your storm and your sanitary are combined together. And when you have a storm event, you get the overflow and pollution. There are mandates on how that is supposed to be separated. We recognize the whole area today has combined sewers. There are actually three outfalls: One to Kingsbury Run to Cuyahoga River. Another system as you get farther east. It goes directly to Lake Erie. And a third one farther east

that's a combined sewer that goes to Doan Brook. What we have to do is work with the City and with the Northeast Ohio Regional Sewer District and look at how we make these hookups. Not only on the roadway side, but for the development side as well, and the green infrastructure will minimize the runoff. But, yes, that will be looked at.

- (Fred Collier, City of Cleveland, responding) This is why we we're talking about storm water management earlier, even when you are talking about vacant land, utilizing neighborhood level best management practices as it relates to storm water. Because every drop counts. We want to make sure that we begin to infuse these storm water management practices. As you saw, all of these things matter in that equation. We are looking for storm water innovations to help to deal with that issue. (The concrete at Central Catholic's Football field) actually sucks the water into the concrete instead of going out into the sewer system. These are the examples of sustainable innovations that we have to make a part of how we do things here in Cleveland. Right now we have some good examples. We can make that a part of how we do business here and how we develop. We're moving into that direction.

John Hay High School, October 7, 2010, 4 pm - 6 pm

- My question relates to the central section. We went over the slides and basically it was If they are in turquoise, does that mean it will be impacted or it may be impacted?
- (Matt Wahl, HNTB, responding) The turquoise just represents properties that have been identified as historic. The way this (alternative) was developed, it pulls south at Woodland all the way to the north away from the rec center. In this alternative we begin the widening of Woodland on the north side. Same thing on Buckeye. So we're not looking at any historic structure impacts.
- Between A and B, the curve north of Woodland, how important is what's shown? Is there any reason the curve takes the shape as is shown in A and B north of Woodland?
- (Matt Wahl, HNTB, responding) As we look in more detail we'll study the elevation of the road in the next step and we'll look to tweak it. What you primarily see is we impact different residential areas to the south and businesses. We know this is an area down here and all through here (pointing to map). You also see the primary differences that are impacted on the north side of Woodland as we flip between the alternatives. We'll have more detail on the impacts on both the business and residential. Also we will look at environmental contamination. That will affect our prices as well. And then what the alternative will be in the next step.
- My question is: Is there anything announced as to how much area is being created for commercial development to happen?
- (Matt Wahl, HNTB, responding) We've focused on the central section where most of the development was, and in the east section, the east side of 105th Street as the big area and all of the alternatives have roughly the same results up there. The central section is where you have the most land created, but it's really a function of how the City chooses to develop that land. What we measured was the amount of frontage and acreage that was available in those development districts. Again, depending on what might occur. Some of the existing may remain. Some may be rebuilt. Not knowing that, we didn't create an overall measurement. The numbers between frontage and acreage are about four percent in variance, so they're all pretty equivalent.

- I'd like to say this has all to do with the point where you're narrowing down the alternatives, and what you've narrowed down is important. And I think it's important to mention that whatever is done with the central area, the Woodland Avenue needs to remain and we need to maintain the City grid and maintain the neighborhoods. Has it been determined with absolute certainty to have traffic passing on a seven lane road?
- (Matt Wahl, HNTB, responding) Two responses: First, to let you know we did hear a very similar comment yesterday about the division of Woodland. As far as the traffic is concerned, no. We're working with NOACA, a regional planning agency. They're updating the models and we're reexamining the traffic again. And we'll continue to examine the traffic. Also taking into account the redevelopment that can occur through the area. We're looking at the overall traffic patterns, especially as traffic increases with the economy. We're looking at that, as well as what can occur. And traffic will continue to be examined.
- I'm curious about the area east of the 105th section where they're widening it. You said that's going to be the up and coming neighborhood. I'm curious about all the streets right before you get to Cedar. When you widen that, how wide is it? Do these streets get partially eliminated or is it dealt with later? I'm just curious about more details about that area.
- (Matt Wahl, HNTB, responding) Two responses: The neighborhood from Cedar to Stokes along the tracks up East 105th Street, the details are available from Fairfax Renaissance Development Corporation. That section of the road is two lanes, but it's almost four lanes wide. We're looking to go to a five-lane roadway there. So widening would not be that significant. It would impact a number of structures that front East 105th Street. It would not impact any of them (the roads), as far as eliminating them.
- I wanted to touch on the (CSS) boards. I was wondering how they are prioritizing storm water, or certain bridge designs or medians? I realize that's down the road, but if you would be able to shed some light.
- (Matt Wahl, HNTB, responding) This is our fifth presentation. We've started over each time. We want to see the communities' responses and the priorities so we can examine that and then come back to the public and show these are the things important to you. And then from there we would ultimately work with the communities to incorporate the elements that are important in the project. We didn't talk about stormwater. We did talk about making a green roadway. What we know is that this entire area is serviced by combined sewers, with the storm and the sanitary using the same pipe. And there's overflow issues with it. We're working closely with the sewer district and the City of Cleveland to not only make it better, not only for the road, but the development that can occur along the road as well. The storm water absolutely will be an important issue, because there's regulation associated with it. All these developments are what we want to hear from the public first and then we'll work it into the design. Again, if there's a dislike, let us know. Or if there's something you like, let us know so we can consider that.

John Hay High School, October 7, 2010, 6 pm - 8 pm

- I live in the Buckeye area. The question I have is for the East Section after you pass 105th and Chester. Are you going to keep it the same two lanes after you get past Chester? You have University Circle. You have the VA Hospital up in that area. Through that area, if you're coming from the VA Hospital, you have the regular four lanes. So is that street going to be widened there?



- (Matt Wahl, HNTB, responding) This project would end by likely adding a southbound left turn lane from 105th onto Chester. The four lane section would proceed north. There is a second project that's independent of this study going on that's examining the MLK/East 105th Street intersection, known as Suicide Circle. That's a separate project that's being developed right now that would accommodate the VA expansion.
- The bridges that you have, are they going to be regulated by DOT for tractor trailers?
- (Matt Wahl, HNTB, responding) This would be classified as urban arterial. And they (the bridges) would be designed to have a vertical clearance to allow tractor trailers to get through and access this area as we develop into the light industrial through there (referring to map), so it would have the required ODOT clearances.
- Are you going to run wires underground instead of having the wires overhead?
- (Matt Wahl, HNTB, responding) Those conversations would occur in the future. I think everyone recognizes that going underground is much more esthetically pleasing. The Public Utility Commission of Ohio has some other laws of what the utilities have to do. They are obligated to pick the cheapest alternative, unless there's another law that precludes it.
- I live directly across from Saint Hyacinth Church. So if I sell my house, is that something I have to disclose?
- (Matt Wahl, HNTB, responding) No. Your house will not be impacted by any of the alternatives. We can go over the details. Currently we're not even funded. The acquisition of land would occur in roughly the 2014 timeline, if the funding is obtained. But your property would not be affected by any of it.
- But the church is?
- (Matt Wahl, HNTB, responding) No. Real quickly, the impacts of the Saint Hyacinth neighborhood are generally Bower and Butler Avenues. And also there are impacts that could occur along East 57th Street and East 59th Street, as well as the very north end of East 64th Street. Those are the streets that would have potential impacts.
- I'm an attorney who practices in Juvenile Court. And I noticed that under the neighborhood initiatives you mentioned the new CMHA building. I don't know how many people work in that building. But you didn't mention the Juvenile Court, which will have at least 700 people every day working in that building, in addition to all the people that go there for court hearings. I'm just wondering if you had any input from the Juvenile Court to get any input from them? It's going to be a big player in this neighborhood.
- (Matt Wahl, HNTB, responding) We have obtained some of the plans that were used to develop this, because it helps us to evaluate some of the alternatives. We also put together a questionnaire that I know was sent over. I don't know if you got the results back from that; as far as the access to it and the employees, and how employees actually get to work, how many would actually use the transit bus versus the road. I know we developed the questionnaire. I don't believe we got the responses back from that. We do recognize that it's going to be very important to provide access to the facility. We heard a lot of comments about needing to maintain access to East 93rd Street, as well as Quincy Avenue. The other thing we're doing is working with NOACA, a regional planning agency. And as we update our traffic volumes and we update our traffic projections, we ask them to

incorporate the Juvenile Court, as well as the VA, because those weren't in the original numbers back in 2006. So we are accommodating, but I don't think we've gotten any direct feedback.

Written Comments

Below are the specific questions asked on the comment sheets (bold, italicized text), followed by the responses of meeting participants who returned the comment forms. Responses of the meeting participants are preceded by "A". Each "A" indicates a single response from the public. Project team responses are preceded by "→". A total of 28 comment sheets were returned.

Q: How did you find out about this public meeting?

A: A: A: A: Newsletter

A: Newsletter and email

A: Newsletter and CIRI representative Millie Caraballo

A: A: Newspaper ad

A: A: Newspaper ad and article

A: Newspaper ad and meetings

A: A: A: Newspaper article

A: A: Flier

A Flier and Project website

A Flier and UD network

A: Other - Burten Bell Carr Development

A: Other - Buckeye Development Corporation Meeting

A: Other - Famicos Communications Organizer

A: Other - word of mouth

A: Other - neighbor

A: Other - grandma passed on her flier

A: Other - daughter

A: Other - email from colleague

A: Other - through the ODOT interstate new bridge and highway revamping

A: No response

→ The above responses were noted and taken into consideration when advertising subsequent public outreach for the project.

Q: Are you a member of a civic or business group (e.g., homeowners association, non-profit group, etc.)?

A: A: A: Yes. St. Hyacinth Community Coalition

A: A: Yes. St Elizabeth Catholic Church

A: Yes. Buckeye Area Development Corporation



A: Yes. Clevelanders in Motion/YMCA
 A: Yes. Maingate
 A: Yes. Maingate and Wirenet
 A: Yes. W.C. Foundation and B.H. Society
 A: Yes. Old Brooklyn CDC
 A: Yes. Brooklyn Center Community Assy.
 A: Yes. Doan Brook Watershed Partnership
 A: Yes. University Circle Incorporated
 A: A: A: A: A: A: A: A: A: A: A: No
 A: A: No response

Q: What is your interest in the Opportunity Corridor Project?

A: A: A: A: A: Live in the study area
 A: A: A: A: Live in the study area, work in the study area
 A: A: Live in the study area, work in the study area, and general interest/concerned citizen
 A: Live in the study area, work in the study area, play in the study area, and general interest/concerned citizen
 A: Live in the study area. Property and facility in the area.
 A: Live in the study area, general interest/concerned citizen
 A: A: A: A: Work in the study area
 A: Work in the study area - business owner
 A: Work in the study area, play in the study area, and general interest/concerned citizen
 A: A: A: A: General interest/concerned citizen
 A: General interest/concerned citizen - candidate for county council, District 7
 A: I own property in the area (9318 Buckeye Road)

Q: Of the alternates presented, which do you prefer in the West Section?

A: A: Alternate A. It doesn't take out as many houses.
 A: At grade intersection will be significantly less expensive than other alternatives and will still handle the traffic. I believe cost estimates for Alt C will be much higher than presented.
 A: Alternate B
 A: Alternate B. Movement from I-490 gives access to E. 55th Street.
 A: A: A: A: Alternate C.
 A: Alternate C. How can bicyclists be safe at intersections such as E. 55th coming off of the corridor? Please do not immediately end in the middle of nowhere just like Hope Memorial and veterans Bridges.
 A: A: Alternate C. Least disturbing of traffic, traffic will flow smoother

- A: Alternate C. This is the only plan combining good traffic flow and access from neighborhoods south of the proposed boulevard.
- A: Alternative C provides access for N. Broadway residents/potential employees, increases N. Broadway business and residential appeal, and provides full opportunity to N. Broadway residents and businesses. No to Alternate A, the at grade intersection at E. 55th/I-490.
- A: Alternate C. I really like Alternate A but I understand the hazard that it creates for the pedestrians.
- A: Agree with choice to further evaluate Alternates A and C, but each has its weaknesses. Need to maintain pedestrian access to RTA Station and ensure remaining St. Hyacinth neighborhood is not left as a marginal community, but utilized as a strength to build off of.
- A: I will study the alternatives more at the next meeting. Generally, the alternative that cuts off Woodland Avenue at an extreme angle would not be a good idea.
- A: None. Opposed to all - this is a crime and blatant theft of public dollars and betrayal of public trust.
- A: None. Economy has changed. Surrounding Corridor should be left to nature (natural with prairie grass, ponds, trees, and fields [for hunting and animals]).
- A: None. Alternate A creates yet another traffic hurdle to cross for those of us who take RTA. Alternate C takes out a number of housing units, basically destroying the neighborhood.
- A: A: No preference
- A: A: A: A: A: A: No response

→ The comments listed above were incorporated into the project files and documented the public preference for Alternate C - the quadrant roadway.

Q: Of the alternates presented, which do you prefer in the Central Section?

- A: A: A: Alternate A.
- A: Alternate A. Keep Woodland and Buckeye intact
- A: Alternate A. Alternate A allows for complete expansion of Miceli Dairy while Alternate B impedes expansion and Alternate C allows for no expansion.
- A: A: A: A: A: Alternate B.
- A: Alternate B. Continuous Woodland is important to the community.
- A: Alternate B. Less impact to Buckeye and Woodland. Big improvement over previous alternatives.
- A: Alternate B. Straighter, better intersections, less impact to recreation center.
- A: Alternate B. Woodland is through street. Protect historic structures and neighborhood amenities and ensure connections between OC, Red Line, and Green/Blue lines. Key TOD opportunity.
- A: Alternative B. Could the Recreation Center expansion go to the west instead of to the south?
- A: Alternate C.
- A: Need to study it more.
- A: A: None.



A: None. We must prevent pollution to meet federal standards and green natural area would contribute to stability and quality of community.

A: None. Spend money on bridge construction at Clark Pershing

A: No preference

A: A: No response. Defer to stakeholders in those neighborhoods

A: A: A: A: No response

→ The comments listed above were incorporated into the project files and documented the public preference for Alternate B - continuous Woodland Avenue and the concern for impacts to the Miceli's Dairy Products expansion.

Q: Of the alternates presented, which do you prefer in the East Section?

A: A: A: A: A: A: Alternate C.

A: Alternate C. Not 100% sure.

A: Alternate C. Less impacts to existing structure.

A: Alternate C. Did they just do some work along E. 105th Street?

A: Would have thought Alternate B would be least disruptive, but it looks like Alternate C is best. Be careful north of Cedar with institutional buildings, plans, and expansions. Some may be planning for Alternate B. Integrate with E. 105th Street station and be sensitive to neighborhood scale and connections as this is the straightest most "grid like" section.

A: None. We need green space for natural resources, quality and life in all forms and improve life.

A: Need to study it more.

A: A: A: None

A: A: No preference

A: No response. Defer to stakeholders in those neighborhoods

A: A: A: A: A: A: A: A: A: No response

→ The comments listed above were incorporated into the project files documented the public preference for Alternative C - eastern widening of E105th Street.

Q: Do you have any additional comments on the Opportunity Corridor Project?

A: Project could bridge about positive change to neighborhoods.

A: This project helps the community and should be accomplished. Both business and residents will be helped.

A: I hope that this idea can come to fruition, because this city needs jobs.

A: Please do something.

A: The Corridor is absolutely necessary to stimulate economic development in the "forgotten triangle" of Cleveland's east side. Excellent Work!

A: Good luck.

A: The St. Hyacinth area has available buildable lots and rehab ready houses. Those who are displaced should be offered opportunities to stay in the area using these homes and vacant



land. City of Cleveland should offer tax incentives/grants to current residents first and any others next for rehab of existing home or new build in impacted area.

- Displaced residents will be relocated in accordance with state and federal policies and regulations. Additional relocation incentives could be developed and offered by the City of Cleveland for displaced residents.
- A: We appear to be on the right track, but I will reiterate the need to plan the OC as a “complete street” with vehicle, transit, bike, and pedestrian access all weighted and planned for equally while at the same time optimizing ecological function and real estate development opportunity. Don’t oversize it with too many lanes.
- A: Green streets are an important way to show sustainable leadership.
- A: Please include dedicated bicycle lanes in the project. Why has relocating the red line RTA Rapid to the center of the road not been discussed.
- ODOT recognizes the importance of accommodating all types of transportation system users. Consequently, the alternatives included considerations for bicyclists, pedestrians and transit users. This includes a multi-purpose path on the south side of the corridor and a sidewalk on the north side of the corridor. The proposed project would improve connectivity to existing bus and rail transit options and create new opportunities for bus service within the corridor. The Greater Cleveland Regional Transit Authority (GCRTA) is a member of the project Steering Committee and has provided input with regard to multi-modal and transit considerations within the study area. Although the specific details have not been resolved, ODOT is working closely with GCRTA to determine exactly how existing and planned transit service would interface with the proposed roadway.

The specific details of proposed pedestrian and bicycle facilities within the project corridor were coordinated closely with both the City of Cleveland and the Community Development Corporations. Earlier design concepts for the roadway evaluated the possibility of providing an even wider outside lane for dedicated bicycle lanes or shared use between bicycles and vehicular traffic. However, based on input from the City and the Community Development Corporations, the width of the outside travel lanes was ultimately reduced to minimize the amount of impervious surface associated with the roadway. Based on an evaluation of existing and planned uses, as well as origins and destinations, it was determined that anticipated bicycle demand could be safely and efficiently accommodated through a multi-purpose path on the south side of the corridor, as well as a wider outside roadway travel lane. These facilities would provide viable travel options for both novice and more experience bicycle riders.

- A: Employ members of the community when building the roads.
- ODOT utilizes minority business enterprise (MBE) requirements in its projects in accordance with federal requirements. Federal policies do not, however, allow for employee residency requirements. In addition, efforts associated with economic development and workforce development are being led by the City of Cleveland and Greater Cleveland Partnership (GCP) as a separate, but related, initiative. If planned development occurs in the study area, it could create more local jobs in both the short- and long-term. In addition to the construction jobs to build the proposed boulevard (short-term), future land development activity could provide other types of construction and permanent job opportunities (long-term). These comments were forwarded to the City of Cleveland Planning Commission and Greater Cleveland Partnership for further consideration and potential follow-up.
- A: How are you notifying residents of current meetings? My neighbors have no knowledge of meetings. I heard about the meeting through the neighborhood development corporation. There should be postcard mailings to notify the residents.



- Several methods were used to advertise for the meeting. See the Section 7.2.1 for details regarding the announcements for the second series of public meetings.
- A: I own Farm House Food Distributors, Inc. located at 9000 Woodland Avenue and I have a few concerns regarding the Opportunity Corridor. We currently have both a front and rear entrance and with the planned expansion of the Kenneth Johnson Recreation Center I am concerned about losing the rear entrance. We currently have 10-15 semi-trucks that deliver products on a daily basis and they need to back into the front entrance on Woodland Avenue. They need to be facing west in order to back in to the entrance. In order to face west they need to turn around on Woodland Avenue since the majority of them come to us from the west. If Woodland Avenue is under construction will the trucks have the ability to do this? We also sometimes unload trucks that are parked on Woodland Avenue. Will they be able to do this if there is increased traffic on Woodland Avenue?
- Access to abutting properties will be maintained during construction. Property specific requirements, if necessary, would be developed during the detailed design. Parking and stopping restrictions along the roadway would be determined and regulated by the City of Cleveland upon completion of construction.
- A: Will the City of Cleveland start preserving the potential right-of-way for the corridor?
- A: I am curious about how the corridor and City Master Plan will be implemented - are the available vacant parcels big enough to attract businesses?
- ODOT and the City of Cleveland are working together, along with other stakeholders, to plan and design a roadway that fits within the existing communities and provides opportunities for revitalization efforts. A great deal of effort has been directed toward minimizing the amount of privately-owned land needed to construct the roadway, as well as keeping the roadway at the appropriate scale in order to minimize potential impacts. This includes using existing transportation right-of-way and city-owned land to accommodate the proposed roadway wherever possible. The City Master Plan represents the City's long term vision for land use. The City, in coordination with Greater Cleveland Partnership, is evaluating the economic development potential under various land use scenarios. Land development would be a separate action from the roadway construction project.
- A: How will this project compliment the current anti-pollution mandates by the State and federal government? Right now, non-natural use of land is being taxed. Where are we to get the money to pay the taxes and fines levied against the City of Cleveland? We can't take care of what we have now, how can we take on more? How will taxing the people bring prosperity? Can you guarantee it will not become a "white elephant" like Euclid Corridor or Tremont Revival?
- As part of the planning and design process, the project team is developing and coordinating various environmental reports to ensure that the roadway will be in conformance with city, state and federal regulations. These studies include mitigation of potentially contaminated materials that may be encountered, air quality analyses and storm sewer flow regulations.
- A: Miceli's would like to expand our facility and clean up Brownfield areas on areas of Tennyson and Grand Avenue. Would prefer corridor to run northwest of Lisbon Road.
- Subsequent coordination meetings were conducted with ODOT, City of Cleveland, GCP and Miceli's Dairy Products staff to coordinate the roadway with the planned expansion.
- A: I hate the whole idea of this project. It will create more traffic headaches for my neighborhood in order to please the West Side. It stinks!
- A: see www.realneo.us.

A: A: A: A: A: A: A: A: No response

→ The above comments were incorporated into the project file.

4.3 Third Series of Public Meetings

The third series of public meetings for the Opportunity Corridor project were conducted to inform and solicit feedback from the public on the Recommended Preferred Alternative.

Materials from the third series of public meetings, including fliers, newspaper advertisements and articles, the media advisory, the presentation, handouts, exhibits, sign-in sheets, returned comment forms, etc., are included in **Appendix C**.

This third series of meetings consisted of four separate meetings held from Tuesday, July 26, 2011 through Thursday, July 28, 2011. To increase public attendance, meetings were scheduled at three different locations in the proximity of the study area, as well as at various times of the day. The same exhibits and presentations were utilized at all meetings. The specific meeting schedule was as follows:

- Tuesday, July 26, 2011 - 2:00 pm to 4:00 pm
Calvary Hill Baptist Church, 2171 East 103rd Street
- Tuesday, July 26, 2011 - 6:00 pm to 8:00 pm
Calvary Hill Baptist Church, 2171 East 103rd Street
- Wednesday, July 27, 2011 - 6:00 pm to 8:00 pm
Elizabeth Baptist Church, 6114 Francis Avenue
- Thursday, July 28, 2011 - 6:00 pm to 8:00 pm
Mt. Sinai Baptist Church, 7510 Woodland Avenue

When selecting meeting locations, several factors were taken into account. The preference was to have the meetings in public locations which were easily identifiable and accessible to the community. Another goal was to spread the meetings throughout the study area (or within close proximity) in order to make attending the meetings convenient for as many residents and business owners as possible. The first location, Calvary Hill Baptist Church, was chosen for its proximity to both the residences and businesses in the East Section of the project. It is identifiable in the community and is located at East 103rd Street and Cedar Avenue, just one-block west of the proposed project. A daytime and evening meeting was held at this location to accommodate both the area business owners and residents. The second location, Elizabeth Baptist Church, was chosen for its proximity to residences in the West Section of the project study area. Elizabeth Baptist Church is the site of the former St. Hyacinth Church which was a very well-known Catholic church to residents that was closed in 2009. Elizabeth Baptist moved into the facility in 2011 and offered the large open school/gymnasium building for the public meeting space. The site is located in the St. Hyacinth neighborhood immediately south of the study area with free adjacent parking. Finally, Mt. Sinai Baptist Church was chosen as the third meeting location, because it is a well-known church throughout the Cleveland area with a large, open meeting space and free adjacent parking. Previous meetings at this location had been well-attended.

4.3.1 Advertising

Several methods were used to advertise for the meeting. A media advisory advertising the meetings was distributed to *The Call and Post* and *The Plain Dealer* newspapers, WKYC, WEWS, FOX8 and WOIO television stations and WTAM radio station on Monday, July 25, 2011. Advertisements giving residents notice for the meeting were published in *The Call and Post* on



Wednesday, July 20, 2011 as well as *The Plain Dealer* on Sunday, July 17, 2011 and Wednesday, July 20, 2011. On Monday, July 18, 2011 *The Plain Dealer* also published an article in their Metro section featuring the Opportunity Corridor project. The article presented information associated with the Recommended Preferred Alternative and its potential impacts. The article also showed the four public meeting times and locations. The article was also available on the *Plain Dealer's* website (www.cleveland.com).

Two additional news stories were broadcasted on Tuesday, July 26, 2011 by WEWS Channel 5 and Fox 8 News. Both video broadcasts advertised the details associated with the remaining public meetings. Articles, as well as the associated video broadcasts, were available on each of the local station websites.

A flier announcing the public meetings was also mailed to businesses and residences within the study area, as well as to previous meeting attendees. The meeting information was also listed on the project website. Copies of the fliers were also distributed to all area Community Development Corporations (CDCs) and they were encouraged to post and distribute the fliers in their respective neighborhoods. Slavic Village and Burten Bell Carr Development Corporations left the fliers out at their office for visitors to take. Fairfax Development Corporation distributed the fliers at the Ward 6 neighborhood meeting on Tuesday, July 12, 2011. University Circle Incorporated (UCI) and Maingate Business Development Corporation both sent out an e-mail blast to a combined 638 area residents, businesses, past meeting attendees, employees, public entities and organizations, and civic leaders. Fliers were also placed at the following locations:

- Calvary Hill Baptist Church
- Elizabeth Baptist Church
- Mt. Sinai Baptist Church
- Garden Valley Branch of the Cleveland Public Library
- Woodland Branch of the Cleveland Public Library
- Martin Luther King Jr. Branch of the Cleveland Public Library
- Main Branch of the Cleveland Public Library
- Kenneth L. Johnson Recreation Center
- Rainbow Terrace Apartment Complex
- NOACA Office
- Karamu House
- Fairfax Recreation Center
- Langston Hughes Recreation Center
- CMHA Offices
- CMHA Community Event at Heritage View Apartments

4.3.2 Public Meeting

Meeting attendance was as follows: forty-four (44) attendees signed in at the afternoon meeting at Calvary Hill Baptist Church, thirty-nine (39) attendees signed in at the evening meeting at Calvary Hill Baptist Church, forty-six (46) attendees signed in at the evening meeting at Elizabeth Baptist Church, and sixty-eight (68) attendees signed in at the evening meeting at Mt. Sinai Baptist Church. In total, one hundred ninety-seven (197) unique individuals signed in at the third series of public meetings (three (3) individuals signed in at multiple meetings). A map of the addresses provided by attendees of the third series of public meetings is included in **Appendix C**.

As advertised, the format and information presented at each meeting were the same. Attendees were given thirty minutes to review the project information provided in a project brochure distributed to attendees upon arrival and to browse different stations with project-related exhibits. Each of the stations was staffed by representatives of the project team in order to answer any questions. Stations and exhibits available for viewing included the federal-aid real estate acquisition process, proposed boulevard cross-sections, maps showing the potential impacts of the remaining alternates in each geographical section analyzed (west, central, and east), as well as a map of the corridor-wide Recommended Preferred Alternative. A traffic simulation video of E. 55th Street at the quadrant roadway was also continuously displayed at the West Section Alternate



station. A comments station was also available for submission of written or oral comments. Meeting attendees could also apply to be a Section 106 Consulting Party for historical resources at the comments station.

Thirty minutes after the doors were opened; individuals from the Greater Cleveland Partnership, the City of Cleveland, and ODOT presented a summary of the information gathered to date, evaluation of each remaining alternate, the land acquisition process, and the Recommended Preferred Alternative. After the presentation, an open microphone question and answer session was held where attendees had the opportunity to ask members of the project team questions regarding the project. The question and answer session was transcribed by a court reporter. After the formal question and answer session, individuals from the City of Cleveland and ODOT answered questions one-on-one near the displays.

4.3.3 Public Comments

Public comments about the Opportunity Corridor Project were collected at each of the four meetings. The public was given the option of submitting their comments orally or on a written comment sheet. Oral comments were collected at each meeting by a court reporter and comment sheets with specific questions about the study were distributed with the meeting handout. Following the meeting, the public was allotted two weeks to submit comments about the project in order to be included in the summary for the meeting. People who attended the meeting were encouraged to submit comments at the meeting or via mail service using the self-mailer form included with their handout with pre-paid postage.

In general, the public agreed with the Recommended Preferred Alternative. Some of the same comments heard in the first and second series of public meetings were echoed again in this third series of meetings. Many comments focused on the potential for job creation as a result of this project; residents voiced concern that those opportunities would not be made available to them. Another concern was the potential impacts of the project to residents and businesses. Attendees asked questions about the relocation process and when it would take place. Residents and business owners wanted to be sure they will be treated fairly during the relocation process. Other community goals voiced by the public included making the area more multi-modal and beautifying the neighborhoods. The specific oral comments and written questions considered with answers provided on the returned comment sheets are provided below.

Oral Comments

The bulleted items represent public comments/questions transcribed by the court reporter during the open microphone question and answer session; the “→” indicates the response by the project team during the meeting. A court reporter was on site to record all public comments and questions.

Calvary Hill Baptist Church, July 26, 2011, 2 pm - 4 pm

- My name is Lewis Brooks. I'm a resident of the East Section. Now looking at it, you said there was no more than three or four residents that would be displaced, or businesses. How would a resident or business know, in particular, whether their home or business will definitely be affected?
- (Matt Wahl, HNTB, responding) We have in the back -- we show which specific locations are affected. We also have lists. We have the property owner's name and address of the properties that we have identified as being affected and throughout the process, will



continue to be informed. If you have a specific question within that section, we can tell you right now whether we know if you will be affected or not.

- (Mr. Brooks) One other question. You spoke about residences and businesses, what about vacant property?
- (Matt Wahl, HNTB, responding) That's a very good question. Right now, we have been looking at building sites. We have not tallied that as vacant property. There are a tremendous number of vacant lots. There are others that are privately owned. We will tally that up when we do the draft environmental impact statement. All of that will be required. For now, we have been looking at businesses that will need to be relocated, and that's been our priority as we're trying to evaluate the alternatives on a side-by-side basis. We will be detailing out all of the land requirements, and they will receive compensation just like anyone else. The compensation is for the land, the building and for the relocation.
- Hi, my name is Jerry Saa from PNG. What I'm trying to say is, how soon are we going to receive information?
- (Matt Wahl, HNTB, responding) First, we have to see that your business would be one of the ones that would be impacted, and if your business would be impacted, as well as the residential units on the top floor. We are going through the process. We'll do this next step, which is the traffic volume determination. When we get to that, and then the final environmental impact statement, we've got to determine first, whether that alternative will be confirmed. It could be the no-build alternative. If the impacts don't outweigh the benefits, then we won't do anything at this point. Then there is no relocation, there is no impact. First, we have to get to that point, which would be in 2012. Right now, we're looking at around 2014 for the acquisition and relocation to actually start.
- My name is Lytle Davis. A lot of land and so forth, have you looked at zoning and re-zoning aspects and land-use of the property along the corridor?
- (Robert Brown, City of Cleveland, responding) Yes, because as I said, the major purpose of the project is to bring development. We have definitely looked at land-use and development. There is a land-use plan that shows, on many properties that are now vacant, the future for office development, light industrial development, possibly even residential and mixed-use development in certain areas. It would be premature at this point to change the zoning because we don't know. In response to the gentleman's question, "When will people know about relocation?" No property is going to be bought until we know the project is going ahead. Same thing with the zoning. We are being careful at this point not to sell people land. There's a lot of land in this area. We are being careful not to sell people land-bank lots at this time to build something that may either be taken out or may not be a good fit with the roadway. We are making sure not to make mistakes right now. We are certainly not changing zoning because it is premature.
- (Catherine Palko) Can you discuss the EPA planning; and are there potential hazardous sites impacted in that process?
- (Robert Brown, City of Cleveland, responding) Sure. I can start. Kim, you can tie in. Separate from this project, the City of Cleveland applied for a fairly new program founded by the EPA called the Brownfield Area-wide Planning. Because we have the greatest concentration of Brownfield sites in this area in Cleveland, we picked the area in the central portion of the Opportunity Project. And we are, right now, working with consultants to identify Brownfield sites and looking at possible redevelopment projects. We are looking

at possible redevelopment projects that could then be used to clean up that land, and eventually build something on it that will be valuable to the community. We are looking at several sites right now. Actually, there are community meetings coming up. We had one already last week.

- (Kim Scott, City of Cleveland, responding) That was a committee meeting, but we also had a series of designs for this particular area, which is the central section of the Corridor that was presented today. Those are coming up. There is a flier. It's on the two tables in the front. I did pass some out earlier. They are August the 3rd, and then there are two on August the 10th. They are both on a Wednesday. We encourage everyone to participate in one of those during that period of time, because this is going to be critical to provide input to what this plan -- it's a process that really is to educate people about exactly what Brownfield is all about. As well as prioritizing sites for clean-up to determine what the cost would be, and to provide that information to this process to assist in developing the Corridor.
- (Robert Brown, City of Cleveland, responding) The fact is, there are a lot of Brownfield sites in this area. The good thing is, if anything is built there in the path, it would be cleaned up. There are hundreds and hundreds of sites in Cleveland, and generally, they get cleaned up and eliminated when something is happening. So we have a really good opportunity here to clean up a lot of sites because of the roadway and development that we hope will occur.
- My name is Diane Kirkman. I'm a resident in this area. I'm just referencing to what you just said, "there are sites that need to be cleaned up." If you do this roadway, if these sites have some kind of hazardous situation, why weren't they cleaned up prior to the request of you utilizing this for this bridge or whatever? I'm pretty sure if there was a hazard, it was known back in the day. I'm on-course, but I want to follow-up with that statement.
- (Matt Wahl, HNTB, responding) A lot of these sites are privately owned. The Ohio EPA, the U.S. EPA, does regulate the sites when there is an incident or incidents. There is ongoing activity. I can tell you of a couple sites independent of the roadway, they're not caused by the roadway, but a lot are privately owned and it's a regulation issue.
- (Robert Brown, City of Cleveland, responding) I am not an environmental expert. Is there a doctor in the house -- an environmental expert in the house? Generally speaking, Brownfield sites are not hazardous unless they are disturbed. So that's why they get cleaned up prior to the development, because there will be excavation activity. Many Brownfield sites, as long as they're sitting there not being disturbed, are not posing any harm. The ones that are, do get cleaned up. But other sites that are safe, unless they are disturbed, sit there until a project is proposed and then they get cleaned up. Certainly there are sites that pose a hazard, and those are the ones that do get cleaned up early. They don't wait.
- (Ms. Kirkman) Can you name some of the ones you are working on right now?
- (Robert Brown, City of Cleveland, responding) I, personally, can't. I don't know that there are people here that know that. There are people at City Hall that would know. We can get you that list.
- (Kim Scott, City of Cleveland, responding) There is one site that I know that is within the study area for the area that we're talking about. This Brownfield grant that we have -- and it is the Ashland Chemical Company around East 84th, around along the railroad. And one thing I want to add to your point. You asked, "well, why isn't something being done about

these and people know?" Well, back in the day before EPA regulations were really regulated, they did not necessarily know. So as time goes on, and as time evolves, different laws come into play. So I would suggest if you're adamant about that, please come to some of these design meetings, because this is really where you are going to give input on how future plans are developed.

- (Ms. Palko) I just want to comment back on that. My family is constantly complaining about that area right there at the rapid station about the filth, the smells and a lot of that stuff. These meetings are sometimes not convenient. However, I had to make a choice today to come. I just feel that the City of Cleveland, if you could find it on a roadway to rebuild something, it should be tracked every day. That's why there are health problems.
- (Robert Brown, City of Cleveland, responding) The City, not the people here, as a whole division of the environmental division, and that's all they do is deal with issues of air and pollution, and complaints about those things and deal with that every day. If you have specific issues, we can put you in touch with people directly that do that, and give you more answers than the people here could.
- (Oliver Seikel) What is the significance of the orange line defining Opportunity Corridor? And I notice it is not contiguous with the alternative?
- (Matt Wahl, HNTB, responding) What we have in the perimeter is what was our project study area. We had to define a line where our alternatives would go. We're checking databases for listed contaminated sites. We have to establish a boundary. So that boundary that you saw there was the rough limit of where the roadway could go. And you'll see some fingers that stick out at the railroad. That one railroad that we have to go under, which is the CSX mainline track, has about 75 trains a day. We have to maintain that while we build a new bridge, we might have to build a temporary rail bridge. We look at where we might have impacts and define a boundary. Otherwise, we don't have a limit on where to stop.
- (Mr. Brooks) I have one other question. The first question, you were talking about the Opportunity Corridor and what the intentions are to bring opportunity in jobs, correct?
- (Matt Wahl, HNTB, responding) Yes.
- (Mr. Brooks) That could be looked at as a question, and that question is: Opportunity for who and jobs for whom? How many of the residents will benefit monetarily for those whose homes or businesses that you will acquire? And I would imagine that would include very few black businesses or businesses as owned by the residents. I'm 56 years old. I've always lived in this community. Every school, outside of college, I went to in this community. Now, this community is my home. When you look at the people here, they are generally older people. So their interest is in this community, and it's not just a monetary issue, because we know you guys are gonna do what you're gonna do, and we've seen that. You talked about some of the private sectors, which Ms. Brown is a coordinator, and one of those is the Cleveland Clinic. We, as residents, feel that we've been slapped in the face. When it came to opportunity and jobs, they weren't talking about the residents of this community. We want to let you guys know when you go back to the think tanks, think of the residents of this community, because we're not going to be double slapped.
- (Robert Brown, City of Cleveland, responding) That's a very important question. We agree completely. Any of you who know Mayor Jackson, know that he's all about jobs, and has been throughout his whole career as councilman and mayor. I can tell you here as a



cabinet member, that not just jobs, but jobs for residents, as well as education. I'd have to say they're both equal in priority. You're absolutely right. If jobs come because of this roadway, jobs alone are not enough. They have to be jobs for people who live near the roadway. Unless it's just jobs in the city that may keep schools open, but it doesn't give jobs to the people who need it most. Most of these jobs, if not all, will be private jobs. The City does have requirements. The City requires that a certain percentage of people being hired be City residents, be minority, and be female. And the City is very serious about that, because a whole department does nothing but that. Even though it's a difficult subject, because jobs doesn't mean local residents, we are committed at the City. And more importantly, people like the mayor and elected officials are committed to maximize the jobs for local residents and minority residents. You're right, it's not easy. It sometimes doesn't happen as much as we would like. If you ever go to a City Council meeting, you will hear a lot of debate with developers and elected officials as to whether or not they're getting enough jobs for City residents, but I can tell you it is at the top of the list. Not to say it always happens, but it is at the top of the list for the City.

- (Terri Hamilton Brown, Greater Cleveland Partnership, responding) The other response related to jobs that I would add to Bob's comments is: As we looked at land-use along the new Corridor and the types of businesses that would be developed, we stayed away from service businesses and retail businesses with the express intent that those types of uses would continue within the adjacent neighbors, and we wouldn't compete with that. We would strengthen that type of business by working with our development partners. And I was a bit remiss as I ultimately, in introduction, showed you the Steering Committee. But we have two persons, Vickie Johnson from Fairfax Renaissance Development Corporation and also Debbie Berry from the University Circle Incorporated, our partner in that area. As we work on the overall community plan, clearly our job is to populate and develop along the corridor. But within our vision statement, our express purpose is also to strengthen what's happening in the surrounding neighborhoods. One other point: There are some new nonprofits that are working with institutions and University Circle. New Bridge is one of them. Where they are providing training and job placement opportunities with University Circle institutions as they are growing, and it is also part of our plan to help residents make those kinds of connections that's related to jobs. You also mentioned businesses, and Bob talked about economic development. Our job would be to work with business owners to either expand in this area, if they are already here, or to relocate to this area. This is a topic that has been discussed by the Steering Committee. We don't have a full-developed plan, but it's on our agenda.
- My name is Bernice Johnson, and I'm a member of Calvary Hill Baptist Church. You say Mayor Jackson is interested in the employment of residents of the City of Cleveland. What's with the pickets going down at the medical building because there are not enough minorities being hired? I see the same things happening again. This gentleman just said, "I see the same thing happening again." You all are talking very nice and very polite, but I have a neighbor, cousins and so forth, they're in the construction business but were never considered for the medical project. So, you know, we're aware of what's -- you're saying one thing and doing another.
- (Robert Brown, City of Cleveland, responding) In all these major development projects, the City does make sure they're abiding by any agreements with the City and minority residents and businesses being hired. You're right, sometimes they fall short of their goals. I can tell you, the City does require plans to make sure compliance happens and sometimes they do fall short, but you also would see internally, the City government communicating with them. There are certain federal laws which prohibit the City from having strict quotas and goals beyond our ability to deal with. At least within the confines of the law, we can push all

these businesses and developers that have some assistance and associations with the City to meet their hiring goals. On the actual roadway project, we have been involved in the Innerbelt project, that meeting was solely for minority contractors. There was a room about three times as this, filled with minority contractors dealing with ODOT to get business and many of those were awarded to minority construction firms. It doesn't happen to the degree we would like it to. Some businesses fall short. And where it doesn't happen, we are on them to make sure that these companies meet the goals that are set.

- (Terri Hamilton Brown, Greater Cleveland Partnership, responding) When Bob started to mention the minority purchasing through the federal profits -- I'm a consultant, I represent Greater Cleveland Partnership, and it occurred to me to mention the Commission for Economic Inclusion. Andrew Jackson is the head of that area. There are a number of programs that they administer that will help minority businesses grow and compete for that type of business. So again, it's called the Commission for Economic Inclusion. They are specifically there to make those matches with those bidding opportunities.

Additional Oral Comment (not part of Q&A session)

- (Arlin Wallace) Once this project is approved and funded, maybe you should add some minority construction workers that live in the area that is going to be improved. There may be a specific program to perform work. Would that be compliant with Fanny Lewis that says the City project has to have a certain amount of residents work on the project?
- If the Build Alternative is selected for Opportunity Corridor, the City, State and Federal government will need to find funding to construct the project. The Fanny M. Lewis Cleveland Resident Employment Law—which requires that 20-percent of construction jobs go to Cleveland residents—is only applicable to projects or phases of projects solely by the City of Cleveland. If State and/or Federal money is used to build the project, any efforts to increase the participation of Cleveland residents will need to conform with State and/or Federal rules and regulations. The State and Federal governments also have programs to increase the participation of disadvantaged workers on their projects, and the Opportunity Corridor team will look into these programs—as well as the applicability of the Fanny Lewis law—as the project moves forward.

Calvary Hill Baptist Church, July 26, 2011, 6 pm - 8 pm

- My name is Thomas Smith. One thing about the traffic flow. What is your estimated time that it would take to go from East 55th to 105th? Is that a pretty good flow?
- (Matt Wahl, HNTB, responding) The question has come up before. We don't measure in time. We measure in the Level-of-Service; how well you have the ability to get through the intersections. Level-of-Service A is a free flow. You're just cruising along. Level-of-Service F is a long backup. You're stopping throughout. In urban areas, we design for Level-of-Service D. Right now, we're (the design) a Level-of-Service B. The question has come up before. How much time will it save me on my commute?
- (Mr. Smith) That's the opportunity.
- (Matt Wahl, HNTB, responding) Some people would look at that as an opportunity. Again, it's the access and mobility. We're trying to make it convenient for this area and develop this area. Someone said, why don't you just improve Chester? We could do that. We're trying to improve the access to this specific area.



- (Vernetta Bradley) The deal sounds pretty good as far as coming through there. Hopefully, this design will get you to the freeway some kind of way, to 90 or whatever. How long is all of this developing going to take? And when they do this, you've got to go through certain areas and stuff. They're not going to leave two or three houses in certain sections, you know, like Buckeye, where you've got two or three houses on the street?
- (Matt Wahl, HNTB, responding) There are definitely blocks where there are only two or three houses in the central section, between 75th and 79th and Grand Avenue along there. Legally, the project will purchase the land required for the road. The Federal Government will not allow you to purchase land here and there. If we need 10 feet of your property, we would purchase 10 feet. We wouldn't purchase the whole property. If there are damages to the point that requires the purchase of the entire residential structure, that would be done. But it's the person's right to retain their property, and then they have a choice with what they do with it. Some people feel that their land is going to be worth more after the road has come through. There are certain policies of what we can buy and what we can't buy. The City is working on an overall land-use plan and vision of how to better connect and improve the quality of life, so people don't live on a street with only two houses.
- (Ms. Bradley) The road is already tore up as is. They need to help clean that up. It's wear and tear on people's cars.
- (Matt Wahl, HNTB, responding) We had a lot of questionnaires about, what do you like about the neighborhood? What do you dislike? Some of the comments were about the abandoned buildings and crime that goes along with it. The goals are to try to make the area safer by putting more people back in the area and developing it.
- (Ms. Bradley) I see the Kinsman area has been developed. That looks nice. Kinsman area and -- that's the only area and the Central, but then around that circle of Buckeye, that's not developed. I just hope you can get it together, then everything will be nice for the community. It will be for the people, not just for the freeway. A decent area to stay in, like they live in Shaker or something.
- (Robert Brown, City of Cleveland, responding) That was an interesting question about, what if the road takes a couple houses and only leaves a couple houses left on the street? What happens to the people left in a couple houses? Right now, I'm probably guessing if those homeowners wanted to sell their houses right now, they would probably have a hard time to do it because the neighborhood is depressed, and it's hard to sell a house. Hopefully, if the roadway had to take out a couple houses, those remaining homeowners would be able to get a good price from a developer. So this could be a kind of the once in a lifetime opportunity for some of those few remaining homeowners whose streets don't have many houses left right now. Right now, there's not much of a market, and we hope this project will bring economic life and allow those homeowners to get a good price. Some of the big dilapidated vacant industrial buildings that people complain about, we have made sure if we have a choice of going through a vacant dilapidated industrial building versus someone's house or church; we go through the vacant building, and clean up that part of the neighborhood by having that roadway cause us to purchase that building and move. It's not doing any good in the neighborhood.
- (Ms. Bradley) You have a few homes out there that people kept up, but you've got more run-down homes.

- (Robert Brown, City of Cleveland, responding) Obviously, some people on some of the most challenging streets, have made a commitment to the neighborhood and kept up their houses, and we certainly don't want to disturb them from staying if that's their choice.
- My name is Debra Gadsden. I guess this is more of a comment than a question. My concern is, I know that you're trying to give us better access throughout the City. In past projects, as the RTA project with the medians and stuff up there, it didn't improve traffic or access to it. It made it congested.
- (Matt Wahl, HNTB, responding) I'm sorry. Are you talking about Euclid Avenue?
- (Ms. Gadsden) Yeah. The RTA was part of that project. What I'm saying is, if one of the alternatives shown without the median, would you say you need more land as far as lanes are concerned? If you eliminate that median, it will give you an extra lane that you need. And also, I believe the bike trail would benefit more than the median. I would say take that all into consideration. Leave the bike trails and take the median out. The access is congested. It's just too much.
- (Robert Brown, City of Cleveland, responding) Euclid Avenue is a very different situation. Euclid Avenue was to create the exclusive bus lanes down the middle. The only reason Euclid Avenue was done that way is because you have Chester and Carnegie a block away. Chester and Carnegie were the streets made to carry local access to businesses and institutions there. With respect to Opportunity Corridor, we're not constrained to how wide. We can make it as wide as necessary. There's enough land to do the median. The reason we are showing the median is because people want a median that looks good, and not just a road to carry traffic. You're all familiar with streets around the area, whether it's Chester or Belvoir. These are pretty streets and they have a landscaped median.
- (Ms. Gadsden) As far as the median, it's something that's not truly a necessity when you have build-up. Landscape to decorate the City is one thing. To flow traffic through is another. It might not make sense, but I think access and safety is important.
- (Matt Wahl, HNTB, responding) The median does serve a practical purpose. What you do is eliminate left turns, and not be trying to turn across multiple lanes. It controls the access, which makes the flow more efficient. It will improve the safety because you're making right in and right out turns or you're going up to the signal (to turn left). There's a certain component of how the land develops or redevelops. It does serve to more efficiently move the traffic through the Corridor. It's a very good comment, and we will continue to evaluate it.
- (Ms. Gadsden) Whatever you choose, it's still a lot of businesses that will be affected. I'm not for sure by the diagrams, I have to do some more research, but it would still be a lot of businesses affected. Maybe smaller than other big buildings, but it's still a lot of industry.
 - I have a comment. My name is Michael Robertson. My first question, I guess, is, there's a lot of homes around here that are 100 years old, and the property values aren't going to be very high. Some of them are 200 years old. What would you do if it's only worth \$5,000 and you hope to get into a better place?
- (Matt Wahl, HNTB, responding) The value of your house and your property - they will establish that value. They will also have to establish the value if the current house doesn't meet what the federal government would consider safe and sanitary conditions. They're

not going to relocate you to another house if the new house isn't approved as being safe and sanitary. If the house is worth \$5,000 but it costs \$20,000 with a comparable house that does meet that, then you would be eligible. There are relocation benefits.

- (Mr. Robertson) I was just wondering. My second question is about employment for the people living in Cleveland. A lot of people have been employed from other counties and don't get any work. Some of us don't even qualify, maybe for mistakes they made in the past. Is there any way we employ some of these guys, since we are citizens of Cleveland?

→ (Robert Brown, City of Cleveland, responding) I'll start. Terry may want to comment, too. The question that you asked is one of the most important questions that we ever get, and some people have phrased it, "Opportunity for whom?" It is a very important question because -- let's just say that we're right and development does take place along this roadway and hundreds, if not thousands, of new jobs are created here. If all those jobs go to people who live elsewhere, who live in the suburbs or other parts of the region, then we haven't done our job. Even though we've brought development in, we haven't given jobs to people who live here and need those jobs. Most who have survived here waiting for the good times to come back. If they bypass the people that live here, then we haven't done our job. The City of Cleveland has laws and regulations and programs that set strong standards, from employers getting assistance from the City for hiring city residents, to hiring females, and the City strongly pushes and pushes these goals that we set. Also, with the roadway construction projects itself, I mentioned this morning, I was doing an ODOT project probably three times as big filled with mostly minority contractors. They're basically there to get work on the Innerbelt construction project. And you had minority contractors teaming up and coming to ODOT and getting that work, both on the roadway project and the development project that happened later. We had a commitment to maximize the number of residents and minorities who get those jobs and get those contracts. Now, does it always happen exactly as we like? No. You see it as with those projects. The federal law doesn't actually mandate strict quotas. We set goals and we vigorously enforce such as we legally can. I can tell you, if you participated in the meetings with the Mayor or city council members, you'll see how aggressively the City will go to businesses and developers who are required to meet our goal, and push them to meet those goals. There is a lot of success, even on things we haven't talked about. Mayor Jackson has worked with the Cleveland Clinic to increase the amount they purchase locally from the Cleveland area. They are spending millions and millions of dollars more from local companies, where they used to get the best bid. Those things are happening. I know it's not perfect, but what you're talking about is the highest priority that we have, to those people who live here and deserve to be treated well.

→ (Terri Hamilton Brown, Greater Cleveland Partnership, responding) To Bob's response, I add a couple additional comments. We talked about doing land-use studies, talking about the kinds of businesses that we want to attract here, as well as the economic development impact study. As we were planning the kinds of businesses and development, we looked at things like call centers, like logistics and distribution warehousing, also office and research technology. But we really are interested in a range of building types and new jobs so that it doesn't focus only on one type of skill, but the types of skills that the people in the community have, which is a wide range. We also are not only looking at future jobs, but trying to connect residents to the jobs that are available now. There are some nonprofits that do that kind of work. New Bridge is one of those nonprofits. They're actually located on Euclid, and they have relationships with institutions in University Circle where they're doing training and job placement, and that's just starting. One of the things we will attempt to do is to connect people to opportunities now, and continue to plan for the future kinds of new job growth to get people access to compete for and get. There was one other point.

We were talking a lot about new jobs, but we believe this new roadway will help existing businesses. As you mentioned, to help them expand. Particularly, in the central part of the new Corridor. Businesses like Orlando Baking and businesses like Miceli's. Miceli's recently announced a Phase 1 construction of a multi-phased construction where they plan to grow their business here, if we're able to work with them on space. They're going to work with the City and State on investment. But in those discussions about expansion, the City has its typical -- I don't know if it's typical -- but the City's commitment to city residents and other types of employment programs, and those would all be in effect. That's more near-term and not as long-term as some of the plan is. We are interested in that commitment, both now and in the future, and those are types of topics that our Steering Committee talks about. We've heard it at those committees and by people that are planning the project.

- My name is Anthony Wilson, concerned citizen, concerned individual. One of my questions would be, fair market price. Now, just on this east side there's lots of development going on with the Cleveland Clinic, University Circle, as well as many other hospital organizations. Now, fair market price, you said you would come in and offer the individual homes at a fair market price, right? But at the same time, the fair market price, due to the surrounding development or program, would boost that price up, would it not?

→ (Matt Wahl, HNTB, responding) It could, yes.

- (Mr. Wilson) Would you give them the market price then or now?

→ (Matt Wahl, HNTB, responding) I may call on one of our real estate specialists to assist. There's a couple different ways they are going to look at -- if it's vacant, they're going to see what the other vacant land is going for in the area. That could pull up that value. When it comes to roadway improvement -- and they're looking at what's the value of the land before the interchange verses after the interchange. With that case with the transportation project, it's the value of the land without the interchange. If somebody says, after you build this interchange my land is going to be worth a fortune. As far as that example, did I state that accurately? Because the other development is going on, that would be reflective in that value. They're going to be looking at the land in the surrounding areas.

- (Mr. Wilson) My second question would be, I'm trying to get ahold of ODOT and RTA, basically doing this new development, right? But in surrounding areas you have University Circle, you have Cleveland Clinic, which is expanding and which gives the thought of displacement to either people that are living in the neighborhood at the moment -- what do they say the term -- FMLA. Now, people are in fear and in question of getting a fair market value. Now, if they get this fair market value based upon predictions, based upon presumptions, based upon the value of the invest in some kind of business in the surrounding community dealing with this? Are there business opportunities for the individual living in this neighborhood? Are you dealing with community groups, too?

→ (Matt Wahl, HNTB, responding) There's a lot of coordination with the Community Development Corporations. We're focused on the transportation side of things. The City and CDCs are working on the development plans and what it means. For the land that would be acquired for the road, would be appraised based on the recent value of the property, not the future value of the land. If your land is not required for the road, that's different -- the State and the process, they're doing what would be for the land required for the road. The development and what happens with the other properties is not part of the transportation, and that would be more of an individual negotiation between whoever the land owner is. The eminent domain doesn't apply to the development side.



- (Mr. Wilson) What about the real estate advisor? Is there someone that can come up and answer some of those questions? Basically, is there someone to answer questions about the real estate procedures?
 - (Matt Wahl, HNTB, responding) Yes, sir. We have handouts here, too, that walk you through.
- (Mr. Wilson) Do you have someone from RTA here?
 - (Robert Brown, City of Cleveland, responding) They're not involved in this project.
- (Mr. Wilson) You have to remember at the same time, you have in, basically, this east side neighborhood, you have a lot of elderly, when considering their transportation to and from hospitals, and grocery stores or whatever their medical needs would be. I'm just wondering if there's someone here that can answer those questions, as well? I'm thinking about transportation as well, too.
 - (Matt Wahl, HNTB, responding) They can answer specific ones. When we talked about that replacement housing, they do come out and interview the tenants, and find out what the individual circumstance is and what their needs are. If they have to be located close to a hospital, they will look for replacement housing close to a hospital. That's all part of identifying replacement housing.
- Good evening. My name is Mark Foxmorgan. What type of landmarks are in the future development?
 - (Matt Wahl, HNTB, responding) At this time we asked about what the public was interested in, what type of facilities, to find out how much land we need, and what is the community interested in. The actual details of what would be constructed would be after the environmental process, after the final design. After you get that record of decision, we will continue to inquire which intersections would you like to be gateways. We would identify that as we continue through the process, but specific details would come.
- (Mr. Foxmorgan) Is there a percentage of the process that needs to go to art? I'm new to Ohio. I just moved here from California.
 - (Robert Brown, City of Cleveland, responding) The City of Cleveland does have a percent and a half in the City of Cleveland funded capital improvement project. This is a federal and state project, so the local doesn't apply. Right now, we are working with ODOT West Shoreway Project and there is an art collaborative process between the City, ODOT, the council members and neighbors. Public art is a priority. It is not a requirement, but we in the City are committed to strategically helping. Public art in the neighborhood helps give a sense of place. For example, not too far from the roadway is the Art and Soul of Buckeye Park with the jazz musicians there. That's a great example that gives focus and good feelings for the neighborhood, and we're all for that. At this point in the project, it's premature.
- My name is Kim Foreman from the Environmental Health Watch, and I have a question about air quality impacts. We know that transportation impacts air quality. We have a lot of residents with asthma. So I want to know if you have looked at that, and how that impacts the environmental health of the residents?

- (Matt Wahl, HNTB, responding) The environmental process does look at air quality and that's an ongoing effort. The final report for that will come out after we determine the exact number of lanes. There are a number of factors that weigh into those. We look at noise. We look at air and particle matter and all the different things. That is part of the federal process and does get investigated. It can actually be a benefit to the air quality if it relieves congestion. NOACA, who is the Northeast Ohio Areawide Coordinating Agency, they have a conformity report that they do. They have to look at the project.
- My name is Muriel Hampton. I'm trying to understand. I don't live in the residential area, but I attend this church. How will it affect us?
 - (Matt Wahl, HNTB, responding) This particular property will not be affected. Any widening will be to the east side of East 105th Street. So there would be no impacts at all.
- My name is Brenda Johnson. I live on the same street as PNG. Am I going to have to go all the way across East 105th?
 - (Matt Wahl, HNTB, responding) No. The front is East 105th Street only.
- (Ms. Johnson) I also wanted to ask you about the noise and the traffic. If I'm still there, are you going to put any kind of barriers or anything up? I have lived there for 41 years. I can get use to the trains, but I don't think I can deal with that traffic.
 - (Matt Wahl, HNTB, responding) We do look at noise. There are ongoing studies that are going on now. During the next step, we will submit a noise study. We have existing noise levels throughout the area. Now, based on the alignment, and the number of lanes and the proximity of the receptors, we will do a noise analysis that will look at how much increase of the noise there is on a parcel by parcel basis. You have to look at the noise first, and then what's feasible to construct, to build a new road. There are commercial areas that you don't want to hide behind a noise barrier. In some areas it wouldn't be feasible. They also look at what's reasonable. They will look at a dollar basis for any individual if -- like, if you have a driveway on East 105th, it wouldn't be feasible. In other areas that don't have driveways, how many properties benefit verses how much is the cost? It will continue to be studied.
 - (Robert Brown, City of Cleveland, responding) This is not a freeway, so you will not get the noise. But you are right, wherever there are more cars, there will be more noises. But as you know, these walls are kind of a double-edged sword, even on the freeways. Yeah, they do reduce the noise, but a lot of people don't like looking at them. But on a 35 mile per hour speed limit road, you shouldn't have noise warranting putting up a noise wall. You live near the train line. That is really noisy.
- Laird Pierre here. The Opportunity Corridor seems to be servicing a lot of westsiders, southsiders, those that come off 71, 77 and 90 West. A lot of that haven't done anything. If you look at the boulevard coming down 90, they fixed it up down to one lane. So it's almost like dumping traffic in this community for the opportunity of westsiders to come to this area. What will the opportunity be? The jobs are just temporary jobs. If you want to do something, add a shop in this area in the community just north of the Kinsman area, or some type of business in there. That was a lot of land in there, now they have the apartment complex up in there. There was no traffic there, now it's just loaded up. They didn't want the Clark freeway to exist, so what's left is some type of benefit, like they did a nature park. Let it be beneficial to this area.

Take note of that on some of these intersections. Maybe not something that a rich man can benefit from, but that maybe the City of Cleveland can also benefit from.

- (Matt Wahl, HNTB, responding) We agree. That's why we're working closely with the City on, where exactly do we put the roadway and what opportunities does it create.
- (Ms. Pierre) That's pretty well set in stone. You're not going to waiver one way or the other.
- (Matt Wahl, HNTB, responding) As Terry has mentioned, that's how we got to here, from comments through the City of Cleveland, through coordination with some of the business owners and stakeholders. And it will continue to be as we learn more. We're not going to go back to one of the alternatives, but we will continue to adjust as we learn about the traffic. It continues to enhance. We're not going to globally move the road a block. We're looking to enhance it as we work with the City.
- (Robert Brown, City of Cleveland, responding) I just want to emphasize your point. We want permanent jobs, not temporary jobs, because new buildings are built with new businesses in them. It's happened in some other parts of the country where a new roadway is built and new businesses did come and new jobs did come. That's what we're about here. Not just the temporary road construction jobs, but the permanent jobs that gives them a good access and connection to the freeway. Right now, that freeway coming from East 55th Street really has not benefited that at all. So businesses look at that and say, I don't see a location in this area for my business because it doesn't connect anything. What we want is a connection that causes businesses to say, this is a good location to locate and bring jobs here. Those jobs for people who live here.
- (Ms. Pierre) This will be an opportunity for the side here that we can designate, this will be grocery shopping. It will happen. Not that it will spur opportunity. It has not in the past. We specifically have this here to happen. We got to put up with the extra pollution and the noise to get something out of the deal.
- (Terri Hamilton Brown, Greater Cleveland Partnership, responding) That's part of the point.
- (Ms. Pierre) We are all going to be held accountable. I did that for me, for my own benefit, but let's bless somebody else.
- (Terri Hamilton Brown, Greater Cleveland Partnership, responding) Part of the neighborhood and community planning is to design exactly what you are talking about. In Matt's presentation, he talked about 27 different alternatives that we studied. Until you narrow it down to the actual roadway, now we can continue to plan the land that is adjacent. When I talked about land-use and the kinds of jobs we wanted to create, you didn't hear me talk about retail, and I didn't talk about service businesses either. Part of that reason is that we don't want to compete with what's happening on Cedar or in the neighborhoods that connect to the roadway. So in Buckeye, in Kinsman, where there's other retail -- small retail or service businesses that sometimes are struggling, we don't want to compete with that by building that on the roadway. We want to support and strengthen what's happening in the adjacent neighborhoods. That's why the project is more than just transportation. We are interested in creating permanent jobs, both in new development that can be built along the roadway and development that can be supported in the adjacent neighborhoods. Now that you and I have put a preferred alternative down, you and other business people can begin to plan how they connect to the road, and how the path can support their business opportunity. That's what the economic study will help us quantify. Right now, it's a wish. We believe that showing the route, looking at the vacant

land opportunities, looking at where there are existing businesses, we can then go out and attract interest, encourage existing businesses to expand. Then it's not just a wish, it will be a development plan.

- (Ms. Pierre) Like the battery factory that we're getting into now.

→ (Terri Hamilton Brown, Greater Cleveland Partnership, responding) Absolutely. As Bob Brown talked about, we have areas where we have not only vacant land, but abandoned properties used to store junk, not producing jobs to have economic activities. By picking paths, selecting and designing paths that open up access -- think about the old Van Dorn building at 79th and Grand. Part of this goes through that. That's over 13 acres of land. You can build a lot of battery factories or anything else there. We are thinking about creating jobs.

- (Ms. Pierre) That's like from Grand or from Kinsman on up, where they are rebuilding the businesses up. Now, you get past 79th at that church, you got 81st, 82nd and 83rd, you got Buckeye and all of this is -- when you build these roads through there, is that where the new development for business is going to come? So there's not going to be any residential homes through there?

→ (Terri Hamilton Brown, Greater Cleveland Partnership, responding) I'm not going to say "any." But we are interested in using a lot of the vacant land for manufacturing. Actually, in that area off of 81st, there is underway, something they call the Urban Agriculture Innovation Zone. So they're doing fish farms and things like that. I would be happy to stay around and talk. I want to address one thing you mentioned. You talked about the fear that people might have, and one of the things we wanted to do with this meeting is to show the actual route that we're recommending now to take some of that fear away, so people who live in properties in this area won't have to worry if it hits me or not because now we have a map that shows exactly where we're going. And those people can talk to the engineers and real estate consultants, and we can talk specifically on what it means to them as property owners, and everybody else doesn't have to be afraid.

- (Mr. Wilson) Basically, it's a community-based project. What I'm saying is, will this increase revenues for school funding in these areas? That's most important. This is a very attractive proposition, but will it have any kind of community-based advantage? That's my main objective to find out.

→ (Terri Hamilton Brown, Greater Cleveland Partnership, responding) Sure. The Community Development Corporations in all five neighborhoods are our partners. So they are at our table telling us about their plans. We came out to hear about residents' interests and needs in the community. I do believe that the plan will be a community-based or community-supported plan. Secondly, you said, will it help with schools? There are over 1,600 vacant lots in our project area that are owned by the City. All of that land is not producing taxes. So ultimately, if we can activate costs to cause somebody in the private sector to own the land and to invest in it for jobs, you create both property tax and employment tax in the long run.

- (Mr. Wilson) That's exactly what I'm saying. I was trying to make sure I got a clear understanding of this. To the point, I see that the project is still basically in its infancy.

→ (Terri Hamilton Brown, Greater Cleveland Partnership, responding) We've come a long way but we have more details, and we'll continue to engage the public as we do it.



Additional Oral Comment (not part of Q&A session)

- (Debra Gadsden) My concern is, before they bring this freeway here, or street or whatever they want to call it, most of the area that they are coming through is a high crime area. What are they going to do in their current funding to bring up the safety? Because a lot of people know it's a high crime area. So right now they need to start developing areas, to make the roadway that's coming -- make people want to come here. Right now with the reputation, a lot of people don't want to come through on a regular roadway. What I was trying to say about the median is that it causes a lot of safety. The kids in the area around the projects, they love to jump off the median into the street. If that wasn't there, we wouldn't have a lot of concerns about our children. I just want to know what they are going to do as far as bringing up the existing area before this roadway comes through. If they don't start developing that up with the existing funds they have, then businesses might take a while to come in after they spent all this money. I guarantee you it's not going to be big businesses like they want.
- ODOT and the City of Cleveland are working together, along with other stakeholders, to plan and design a roadway that fits within the existing communities, provides opportunities for community revitalization efforts, and supports planned economic development. Efforts associated with economic development and community revitalization - including measures to make the area more appealing to residential and business development - are being led by the City of Cleveland as a separate, but related, initiative. The functionality and appearance of the roadway will be a contributing element to this effort. The Opportunity Corridor project may also improve community security by providing street lighting, as well as a traffic- and pedestrian-generated human presence.

The purpose of the Opportunity Corridor project is to improve system linkage and mobility, as well as to support planned economic development. As a result of these identified needs, access to businesses/services located within and adjacent to the roadway corridor is an important consideration. This includes whether or not a median would be constructed as part of the project. In general, medians improve safety by reducing traffic conflict points associated with vehicles turning into and out of driveways. Medians also improve safety for pedestrians by limiting the vehicular access to adjacent properties. The decisions regarding access to properties along the project corridor will be presented to the public at future public meetings for review and comment.

Elizabeth Baptist Church, July 27, 2011, 6 pm - 8 pm

- My name is Jackie. I'm a member of Elizabeth Baptist Church, and I just want to respond. Last year we hosted the meeting at our old church, which was also considered as part of the Opportunity Corridor. And Terri did let us know, so we owe it partly to her. Thank you to God that we are here and also to Councilman Brancatelli who was been quite supportive as we move forward toward improvement. We just want you to be comfortable here and to let you know that it is very important for you to write an email about how you feel about this project. Thank you.
- Caroline Schaerfl, resident. In the matter of the quadrant roadway, is that going to be two lanes or four lanes in each direction?
- (Matt Wahl, HNTB, responding) It will be a total of four lanes. When you're down at the boulevard, we'll have one lane coming back to East 55th Street, two lanes going to the freeway and one lane to the east. When you come to the 55th Street side, you have a single left-turn lane going south, a single right-turn lane going north, and two lanes going the opposite direction. We can possibly get a single lane to the Boulevard.



- (Ms. Schaerfl) My concern is that during a rush period of the day there is a lot of traffic constantly. Now, it's also 77 and coming back from there, and very few cars to get through the lights. I've seen that there is such a backup at certain points, that people have to wait for several light cycles, either on the Corridor or off the Corridor.
 - (Matt Wahl, HNTB, responding) So the idea is to show what a backup would look like. The model is based on two (signal) phases and then the number of cars to make sure the freeway (queues) doesn't exceed the length of time required (to clear). That was one of the reasons we couldn't stop at East 55th (use the intersection alternative), because we needed more distance here.
- (Ms. Schaerfl) I'm talking about the amount of time for a loaded truck to accelerate when a light changes.
 - (Matt Wahl, HNTB, responding) Yes, it does account for that.
- My name is Joe Schaerfl. There is no way to get off 490 and 55th? You've got to make a loop. Why don't you have a ramp coming off at 55th? Why didn't you put a ramp there?
 - (Matt Wahl, HNTB, responding) On the north side of 55th we're constrained where we can put things. You've got a substation. You've got the RTA train station on the east side. You've got a lot of residences on the southwest side. And you also have the freeway a very short distance away. We did not have enough room on the west side to get over here (referring to map) so we have to send them through this loop around.
- (Mr. Schaerfl) So anybody that wants to come down 55th, you've got to make the loop if you're on 55th?
 - (Robert Brown, City of Cleveland, responding) On that last question, the original plan allowed you to turn right and left on East 55th Street. The problem was the amount of traffic would have made the roadway nine lanes wide, which would make walking on a sidewalk -- you would have to cross a nine lane roadway to go to the RTA station. So that's why we have the alternative, where the roadway is under East 55th Street, and no one has to cross the roadway because there are alternatives going under East 55th Street. So that's why we did what we did. It seemed like the best compromise. But you're right, we have the loop there. At least it wouldn't be a traffic jam as much as you have now.
- My name is Joyce Hairston. My question is along the corner of where you show the two lanes. Are there going to be businesses along the east side? We're talking about opportunity, okay? And you're saying it's going to be better for our community. So when you're moving all these people from one side to the other, what is the economics?
 - (Matt Wahl, HNTB, responding) We'll pull up the map. There will be access. This is not a freeway. There is a median that goes down the road, but there will be right-in and right-out access because you've got a median. You have all the signalized intersections to provide access, as well as right access along the Corridor for businesses.
- (Ms. Hairston) Are you saying it's going to look like Chester?
 - (Matt Wahl, HNTB, responding) It would be similar to scale, but we have the ability to keep (connect) the local streets, like here. (Referring to map.)

- (Tony Brancatelli, City Councilman, responding) If you have one of Chester or one of 176th, I think that would be more comparable.
- (Matt Wahl, HNTB, responding) They would still have driveway access in and out. They would have a single lane on East 75th Street and East 79th Street access for businesses. You saw this area on Buckeye where, again, this connects you with access.

Additional Oral Comment (not part of Q&A session)

- (Dennis Centivany) I'm interested in the Central Section, Plan B. I hope Woodland stays the same. I'm very impressed with it, and I'm looking forward to seeing it done. I live in the area, and it will really help Orlando Baking and will help the whole neighborhood.
- The above comment has been incorporated into the project files and further documents support for Alternative B in the Central Section.

Mt. Sinai Baptist Church, July 28, 2011, 6 pm - 8 pm

- My name is Joseph Hughes. I would like to see the final proposal for that. By that, I'd like to know specifically what areas along that Corridor are going to be designated for residential, commercial and industrial. Because if you guys are going to acquire people's property without them knowing that their house is going to be commercial property, then you take my house and somebody comes in and buys my house for \$75,000. I've seen it happen. Secondly, I don't see where walking across the street is going to be a concern to us.
- (Robert Brown, City of Cleveland, responding) Yes, there is a land-use plan that shows how land near the roadway should be used in the future. What we're talking about this evening, in terms of people, is only for the road. We're not talking about a house or bridges being redeveloped. We're just talking about the road. Only a road this evening. Later, if the roadway is built, then certainly we hope businesses come in and create jobs in this area and that's where we have a situation years away where someone may offer money for a house to build a business. That would be up to the homeowner to determine how much the homeowner thinks that property is worth and certainly have the appraisal on that. Tonight, we are only talking about the road. If the road needs to go through a property, whether it's a building or a house, then what matters is the value of that property and all the relocation and what the homeowner gets.
- (Mr. Hughes) There's the economic development for the project for University Hospital and I don't see the development for the people of the community by expanding University Hospital. I don't want to get into that. Now, when you say Euclid Avenue, my mind says, for white people. You're bringing our houses down and they now have a half million dollar house on Chester Avenue. The people that used to own that property, I think they got \$20,000 to \$30,000 for that.
- (Robert Brown, City of Cleveland, responding) When we're talking about businesses and jobs coming in along the roadway, what we're talking about is all kinds of businesses. They could be related to the hospitals. They may not be. The fact is, the Cleveland Clinic, for example, has taken office space elsewhere because they're running out of room. They have hundreds of employees working in the suburbs. We want those jobs to be here in Cleveland, in these neighborhoods and not out in the suburbs. That office building is more likely to come here if the roadway is here, rather than that office building going out to Lyndhurst. The whole idea is to create the opportunity for office buildings and industries to be more



- likely to come here, and create jobs here and not be pushed out to the suburbs. With respect to Chester Avenue, there are new homes there, and generally there are many expensive homes there. There are many affordable homes there. That's been a benefit to the community. You've got those vacant lots built. Some of them are expensive, some are not, but they're all being occupied.
- (A voice) They are not being occupied by residents.
- (Robert Brown, City of Cleveland, responding) They are residents who have moved in. I would say almost all are African American, in response to your comment about the white residents.
- (Mr. Hughes) I don't want to waste everybody's time, but the people who are moving, those people who moved after 50 years have \$35,000. But now, the people living there are in half million dollar homes.
- (Robert Brown, City of Cleveland, responding) I understand. The new houses are almost always built on vacant lots. I don't know any situation where someone came in, bought a house, and built a new house.
- My name is Sonya Hughes. You were talking about trying to bring business to the City of Cleveland. But there have been projects through the years in the City of Cleveland and it hasn't worked out. There are plenty of businesses and offices right there on Euclid going towards Cleveland Clinic and University, and they didn't stay occupied. So what's to say by doing this it's going to bring businesses?
- (Robert Brown, City of Cleveland, responding) The good news is it's changing. The new buildings being built, and some of the existing buildings, are full of employees. One is called the Baker Electric Building. It used to be Carpenter Reserve Printing. It was empty. Now it's filled with new employees. There are other buildings that are still empty, but there are plans for them to be renovated and filled with employees. If you drive down Euclid, they are in construction right now. I think Euclid Avenue is a good example of where it can happen. We would like to see the same thing happen here with this new roadway being built. Again, is there a guarantee that it will happen? No. But elsewhere it has worked. I think one of the big issues and seeing the fact that -- the mayor here is a big advocate of this -- when the jobs are created, to make sure that local residents get those jobs. When the new buildings are built and new jobs created, if they are filled with people from the outside areas, then we haven't done our job. The people who have lived here and suffered through the tough times are the most deserving and in need of those jobs. We have ways to do that with the help of regulations that strongly encourage local hiring. There are also programs with job training to residents. That can be just as important as bringing jobs to the neighborhood, to make sure that the neighbors get their fair share of the jobs.
 - (Ms. Robinson) Since we're talking about jobs and construction, I'm interested in knowing what opportunities there will be for minority contractors, as far as job training in this project?

→ (Robert Brown, City of Cleveland, responding) Great question. I might turn this back to Matt. I would say for the ODOT projects there's a really strong program for businesses and contractors. I attended one of those meetings for myself with the Innerbelt project, and it was a combination of minority and majority contractors, and the whole purpose was to build those up. As I was there, I saw there were people in the room making deals, coming together to submit their proposals on the Innerbelt project. The same thing could happen

- here. How successful it is? I don't have the numbers. That is what happened and that is the goal. A very important question.
- My name is Caroline Burns. I wasn't quite clear. You said that you are starting this project in the East Section. I'm familiar with the area. I grew up in that area. Does that mean that you're going to widen East 105th and Quincy where it meets right there?
- (Robert Brown, City of Cleveland, responding) Yes. Just to clarify, the earliest the project will start is about 2016. If the project is approved, then some of the project will start in 2014, but the roadway construction will start in 2016. You're right, at least at this point, the project will start in the East Section and move towards the west section. The idea is to start on the east side and eventually leave the freeway on the west side. That's the sequence. The earliest we would be buying properties is in 2014 and building the roadways in 2016. No properties would be purchased until the roadways are approved. There's no purpose for purchasing properties until the roadway is built. That's why it's so far out there.
- My name is Joe (Dennis). I just want to be clear, you're talking about these jobs for minority contractors. I hope the City has done better than they did in the past with the Cleveland Clinic. Very few minorities were working for those jobs. Hopefully, we got better at doing it. Also, we should prepare, because there are no mom and pop stores along the Corridor. All of them are gone. All that is going to be for larger properties, and that's fine. But all the mom and pop stores are gone. That's my fear. We're talking about relocating businesses. Most of those businesses along Euclid that were relocated are no longer in business. If I had a business on this roadway, I would be real worried. When you're here talking about the residential relocation, also you ought to include somewhere in there that people will need to have new mortgages because it's not going to get folks anything. Most of the houses around this area go for around \$15,000, \$16,000, \$17,000. They're not going to get nearly enough money without a mortgage or passing it along to the kids. It's not going to happen. This is a link between University and 490. That's all this is. There will be no jobs for the folks in the neighborhood. Cleveland has done a poor job. All the construction jobs are gone. I hope we just do a better job at making sure the folks in the neighborhood get some jobs.
- (Robert Brown, City of Cleveland, responding) You asked a few different questions. If I miss any, let me know. Let me take the one you mentioned about local mom and pop businesses. We heard that from the beginning of the project and we took that into account. That's why along the new roadway, what we're proposing is offices, industries; not small retail. The idea is to bring in the jobs to get more customers to the existing mom and pop businesses that are on the streets, like Woodland, Buckeye and Cedar. We have specifically not proposed to build retail along the Opportunity Corridor. We proposed to bring businesses that bring jobs to the area and then create customers for the mom and pop stores. We want the existing mom and pop stores. Your other point about houses not being worth much here and in some cases people not getting enough money. That's why, as Matt explained, the money that the homeowner gets is not based on what the house is worth. It's based on what it would cost to buy a house the same quality, the same size, not necessarily in the same neighborhood, even in another neighborhood where house prices are a little higher. You're absolutely right, homes in this area are selling for prices so low. That's why the program says you get the cost of a comparable sized house in good condition, even in a neighborhood of your choice. So, very important question. I hope that answered it and makes it clear.

- (Mr. Dennis) Here's where the City of Cleveland can't have it both ways. We're moving, and you're worried about why folks are moving. If you're going to pay me enough money to leave the City and go live someplace else that's comparable, I'm moving. The City can't have it both ways. You can't move me next door to a road and I have to fight traffic, when I can move somewhere else. What I'm saying is, you can't have it both ways. The population is going to go down.
- (Robert Brown, City of Cleveland, responding) I'll tell you we want both to happen. We want the residents to be compensated fairly and we want them to stay in Cleveland. But if the City has to choose between those two, our first priority is to treat the residents fairly and make sure the residents get the money to relocate. . Your last comment about, "This is not for us. It's just a cut through to 490." If we didn't believe, if Mayor Jackson didn't believe, that the project would bring jobs, I'll tell you for a fact, Mayor Jackson would have cancelled this project and we wouldn't be here.
- (Mr. Dennis) Cleveland Clinic started pushing this thing and University Circle wanted this thing. That's what this is. I'm just saying just be straight with me. Just be straight with me and with everybody. We can accept this a whole lot better. This is a roadway from west to east and back out as fast as they want to get here.
- (Robert Brown, City of Cleveland, responding) I think I have told you honestly from the City's perspective, and from Mayor Jackson's perspective, that it is to improve the neighborhood in-between East 55th to University Circle. University Circle is doing fairly well now. The neighborhoods between University Circle are the ones that need help, and that's our primary reason for doing the project. So saying, University Circle could use some help, that's not where the problem is. The problem is here. You're right, they do support the project and that has helped get funding, but we see it as a win/win.
- My name is Nora White. In the last three years we have been fortunate enough to be able to tear down dilapidated homes and build new homes. We do need new roadways, because I was born here and never have I ever felt like I was in the country. It's beat up. I have raccoons in my mother's backyard, ground hogs. My concern with this boulevard is not so much it will displace us, because there are not many of us to displace, if you look around. There's that you got Orlando. You've got more open space. Welcome to the West. And then my concern is this is going to end up like a nightmare like Shaker where you've got to go around a whole block to get to your house. Did you ever try to drive through Shaker and some parts of University? If you try to get someplace, it's a nightmare. That's why I'm concerned. If the new houses go up, your properties will go up. I hope that people hire more minorities, which I haven't seen too many of them. And I'm hoping that the Renaissance that we see on East 55th will continue to grow. And it will grow if we have this roadway.
- My name is Jimmy. My business is on the corner of East 93rd and Buckeye. I believe I'm in a historical building. It was built in 1839. The East 93rd bridge has been closed for some time. That's one of those -- I think they call that the Juvenile Center. That Corridor looks like it's going to be in that area. If the street is going to be widened to four, I'm pretty sure that my business is going to be in that project. My question is, I know we will get the value of the property I'm hoping for. If we don't, and we build in that area and you're not going to have a regular house, or for the people that can fix it up and make their property more presentable -- for more business projects in the area, is there any help for that? I'm hoping there will be.

- (Robert Brown, City of Cleveland, responding) My understanding is the roadway is not near your building, and your building would not be in the way of the roadway. I think that's the most important point. As Matt was saying earlier, if your building is in the roadway, there's a whole process for making sure that that business owner gets enough money, not just the value of the property, but the money to relocate business. For your particular business, hopefully if the roadway is built, it would mean more jobs, more people coming to the area, so more business. Again, your business is not directly on the roadway. The City's economic development department is committed to working with all businesses in the area with or without the roadway. The fact is, if the roadway happens, you will see some funds to do that. The City is in business to help there and that's something our economic department does.
- My name is Devon Simmons. First off, I want to just say I'm very happy to see a lot of people here at this meeting. Before this neighborhood was turned by crime, this area was a booming place. Why has the neighborhood been the forgotten triangle? Why did the City allow this to go to a depressed state? Now, we have an interstate with four lanes and University Circle, but is there potential to create jobs for people in the community and the neighborhoods? I guess I want to see this. We heard this term many times on many projects. It's always said. We have to start trying to find a way to do it. We really need this. Most of the jobs at the art center, the rec center, different hospitals, most of the time you all tell us that you don't, but you work closely together. They interact with you on different projects. So you all do that. Most of the time we still find ourselves shortened. What I'm saying is, be responsible. I've lived here all my life. I would love to have a way to get to University Circle. Most of the people that come to the City off the freeway, they're not familiar with the shortcuts. Fine. It's time.
- (Robert Brown, City of Cleveland, responding) You know this term, "Forgotten triangle," has been a double-edged sword, but there's a little bit of truth to it that. Some of the people in this neighborhood have been forgotten largely by the private market. The City has done some positive things in this area. You have the projects, lots with single-family houses, the CMHA, so there are a number of significant things that have been done that have not been forgotten. Certainly, the neighborhood has lost a lot over the years and has been bypassed in many ways. What the City is trying to do with this project is to reverse that and bring back to this neighborhood. There are things we keep doing over and over again. If you keep doing things over and over again, you can't move forward. The opportunity is to do something new, something good to energize this area. You're right, African Americans in the City of Cleveland haven't always gotten some of these jobs on some of these projects. There are other projects where the City is assisting, and the city does have employment of minority residents, minority companies, city residents. The important thing to know is, by federal laws we can't have absolute quotas, but we can have goals. Are we always successful? No. We can be better.
- (A voice) I want to know what you're going to do about the noise for the residents? We already got the railroads. Now you're putting the highway.
- (Robert Brown, City of Cleveland, responding) That's a good question. If this were a freeway at 60 miles per hour, that would be a real issue. Then you would get that noise. This is a local street with 35 miles per hour, similar to the streets here now. So it won't be creating more noise near Woodland and things like that. Now, I have to say, certainly where the roadway goes, there are going to be more cars. Generally, you don't get noise barriers. That really is a double-edged sword. They keep out the noise, but they are not good looking.

- Benny Brown. You all are saying you all going to go up 89th and make a U-turn for them to go up the opposite side right there at the dead end?
 - (Robert Brown, City of Cleveland, responding) It might be better if as soon as we end, we'll look at it in more detail and answer your question. It will probably be in a few minutes. We're getting close to 8:00.
- (A voice) Hello. I have two problems with the boulevard between Quincy and Cedar. You mentioned that this proposed project won't be happening for the next four years or two years. What I really would like to know is if there is anyone I can talk to, to see that my property will fit in before your proposal? In other words, I'm ready to go.
 - (Robert Brown, City of Cleveland, responding) If you're interested in selling your property now, I have to admit there would be no certainty that the roadway will be built. I'm not sure if anybody would be interested in buying the property. Certainly, I would go to one of the neighborhood development corporations and talk to the staff there about whether there is anything in buying the property now. It does make sense to talk about it. I don't know the specifics. You can come up. We can give you names and phone numbers to contact.
- My name is Pamela Harris. Will I have to be moved or get help to move or would I have to get funds for that? I'm on 93rd.
 - (Robert Brown, City of Cleveland, responding) The roadway won't touch that. The roadway does not cut through or anything to your house.
- (Ms. Harris) I don't want to be watching TV, and they knock at my door saying I have to move. I don't want that surprise. Thank you.
 - (Robert Brown, City of Cleveland, responding) That's why we have the detailed maps here so no one has to worry if the roadway is going to be near my house. A lot of people hear about the project, and they think we're going to take a small number of houses. And we have maps to show where the roadway will go.
- (A voice) First of all, originally there was an area between Kinsman and Grand. Anyway, this plan you are representing, I guess this is the best of the lesser evils. I'm not happy about it. What really concerns me now is when you said it might be widened. You saw, according to the traffic, we can't take another few lanes.
 - (Robert Brown, City of Cleveland, responding) We encourage that comment. That's why Matt made the presentation. In the first presentation of this we showed the four roads. Now we reduced it to two lanes because of volume. So far the analysis shows two lanes should be enough with a left turn lane at the traffic light. We'll have to see as time goes on.
- (A voice) University Circle might be the fastest growing area and everything, but with the employers there's a lot of people. In this area down here, I don't think it's a handful of people. Do you understand what I'm saying?
 - (Robert Brown, City of Cleveland, responding) University Circle is running out of room. There are companies downtown that will expand, and we're hoping they will expand here instead of going out to the suburbs, which is fine, but it doesn't give residents the access.

- (Matt Wahl, HNTB, responding) I have one comment on the number of lanes. We would like to see the road as small as possible. It's much easier for pedestrians. It's much cheaper to construct. Our goal is to keep that road as small as possible, to make sure it won't be grid locked. When the jobs come in -- we don't know yet, are they coming down the boulevard? Are they coming down Kinsman? Depending on where they're coming down, will determine the traffic. That's through the regional (planning) agency, they do the traffic modeling for us.

Written Comments

Below are the specific questions asked on the comment sheets (bold, italicized text), followed by the responses of meeting participants who returned the comment forms. Responses of the meeting participants are preceded by "A". Each "A" indicates a single response from the public. Project team responses are preceded by "→". A total of 45 comments were received via comment form and e-mail correspondence.

Q: How did you find out about this public meeting?

A: Newspaper ad

A: A: A: A: A: A: A: A: A: A: A: A: A: A: A: A: A: Flier

A: Newspaper ad and informed by Calvary Hill Baptist Church

A: Newspaper ad, TV/Radio, and Flier

A: Newspaper ad and TV/Radio

A: Newspaper Ad and announced in church (Mt. Victory Baptist Church)

A: Project Website

A: Flier and E-mail

A: Flier and TV/Radio

A: A: Flier and Project website

A: A: A: A: Other - Neighbor

A: Other - Cuyahoga County Planning Commission Weblog

A: Other - Calvary Hill Baptist Church Bulletin

A: Other - Correspondence with HNTB

A: Other - Cleveland.com

A: Other - Coworker

A: Other - Through the ODOT Innerbelt Bridge project

A: Other - Steering Committee Member

A: Other - Business Association Advisory

A: Other - E-mail

A: A: No response

- The above responses were noted and will be taken into consideration when planning future public outreach activities for the project.



Q: Are you a member of a civic or business group (e.g., homeowners association, non-profit group, etc.)?

- A: Yes - University Circle, Inc.
 A: Yes - Slavic Village Development Corporation
 A: Yes - Burten Bell Carr
 A: Yes - St. Hyacinth Community Coalition
 A: Yes - B.P.A, Dream Center
 A: Yes - Inter-Club Public Golf Association
 A: Yes - Gazelle Giggles Play Institute (Non-Profit)
 A: A: A: A: Yes - Homeowners' association
 A: Yes - Hill Place
 A: Yes - Business Group
 A: Yes - Midtown
 A: Yes - Baptist Church
 A: Yes - Wire Net
 A: A: Yes - None specified
 A: A: A: A: A: A: A: A: A: A: A: A: A: A: A: A: A: A: A: No
 A: A: A: A: No response

→ The above responses were noted and will be taken into consideration when planning future public outreach activities for the project.

Q: What is your interest in the Opportunity Corridor Project?

- A: A: A: A: A: A: A: A: A: A: Live in the study area
 A: A: A: A: A: A: A: A: A: A: Work in the study area
 A: A: A: A: A: A: A: A: A: A: A: General interest/concerned citizen
 A: Live in the study area and work in the study area
 A: A: A: Live in the study area and general interest/concerned citizen
 A: Live in the study area and play in the study area
 A: Work in the study area and general interest/concerned citizen
 A: A: Live in the study area, work in the study area, play in the study area, general interest/concerned citizen
 A: Other - Property owner
 A: Other - Attend church in the area
 A: N/A - I do not live or work in any of these areas.

Q: In the West Section, Alternate C (quadrant roadway) was chosen to be included in the Recommended Preferred Alternative. Do you have any comments or concerns about this choice?



- A: Is E. 55th quadrant roadway sufficient to handle volume? Looks to not be wide enough on illustration. Like depressed 490; eliminated 490 halt at E. 55th.
- Subsequent traffic modeling and traffic analysis was performed to confirm that the lane assignments provide acceptable traffic operations.
- A: The proposed loop road helps those exiting from 490 to the Opportunity Corridor and to E. 55th, but today a large number of vehicles go from E. 55th (southbound) to 490. Your diagram does not show this important maneuver.
- A: Eliminating the current option of exiting 490 and turning north or south creates a potential backup if an accident occurs on the proposed E. 55th connector.
- The proposed quadrant roadway will provide full access between E. 55th Street, the freeways, and the proposed boulevard. Traffic travelling south on E. 55th Street would turn left at the quadrant roadway, followed by another left at the quadrant roadway intersection with the proposed boulevard in order to end up travelling westbound on I-490. The quadrant roadway would have multiple lanes which would allow disabled vehicles to move to the side so that traffic can continue through to either East 55th Street or the proposed boulevard.
- A: I agree with the grade separation, however, there is a definite need to slow the I-490 traffic as it merges into a 35 mph zone. Rumble strips, blinking caution signs, additional ODOT green signs in advance of regular distance signage.
- The legal speed limit of the roadway will be signed in accordance with ODOT standards, including advance signage for speed limit reductions. In addition ODOT is investigating the potential to transition (lower) the current speed limit on the I-490 approach to E. 55th Street in advance of the project. Ultimately speed limit enforcement will be the responsibility of the City of Cleveland.
- A: We need to be very careful with the conditions we leave around this unique roadway configuration, in particular, as it pertains to access to the E. 55th Street rapid station. Sidewalk and bridge treatments must be executed well (not base ODOT standards) or this station will become even more isolated that it is already.
- A: Art landmark to define location; inclusive bicycle access so as to connect my neighborhood (Slavic Village) to other areas.
- Throughout the planning and design process, careful consideration was given to pedestrian and bicycle access throughout the entire corridor. In West Alternate C, pedestrians coming from the south have access to the new rapid transit station via the proposed E. 55th Street bridge over I-490. Pedestrians from the north will have the same access to the station as they do today. Pedestrian access to the rapid transit station from the proposed boulevard was considered as part of the planning and design of the Opportunity Corridor project. This included incorporation of a multi-purpose path that terminates at the RTA station.
- A: What will happen to the large pocket area of removed houses and scrap yard between Francis Ave/E. 59th/E. 55th/Bower? Park? Also bridge to RTA from Bower would be great.
- The area bounded by the quadrant roadway, E. 55th Street, and the boulevard is proposed to be green space. The grade change as I-490 gets depressed under E. 55th Street would make providing access to any sort of development in this area difficult. It is also anticipated that relocated sewers will need to occupy portions of this area.
- A: I would like to know how this project will improve property values in a heavily declining area.
- Property values are affected by many factors. Therefore, it is difficult to predict what, if any effect, the Opportunity Corridor would have on them. The proposed boulevard would increase access and mobility to a traditionally underserved and economically depressed area of

Cleveland. The improvements provided by this infrastructure could make the area more attractive for residences and businesses wishing to locate in close proximity to the Central Business District and University Circle.

- A: Trucks (ambulances, fire trucks, delivery, and contractor type as for utilities) would need time savings routes. Timing is vital. Interventions in demand would lure traffic and mail.
- The Opportunity Corridor would improve connectivity and mobility for the area bounded by I-77 on the west and University Circle on the east. This would be accomplished by providing a new east-west street connection to existing north-south and diagonal streets within the study area. This new connection would provide a more direct link between I-490 and University Circle. It would also improve access to existing homes and businesses within the study area. The improved mobility and access provided by the proposed boulevard could result in more efficient travel for all users, including ambulances, fire trucks, delivery trucks, etc.
- A: No, will we get noise barrier walls? How about jobs for local folks?
- A detailed noise study was subsequently completed and potential locations for noise barriers identified in accordance with ODOT policies. Further public involvement will be completed to determine if affected property owners desire the noise walls and to determine aesthetics (if necessary).

Efforts associated with economic development and workforce development are being led by the City of Cleveland as a separate, but related, initiative. If planned development occurs in the study area, it could create more local jobs in both the short-term and the long-term. In addition to the construction jobs to build the proposed boulevard, future land development activity could provide other types of construction and permanent job opportunities.

- A: With smaller roadway section the Alternate A makes much more sense. Fewer displacements.
- The configuration of the at-grade intersection proposed with West Alternate A would not be geometrically feasible without re-design and reconstruction of the I-77/I-490 interchange to correct identified deficiencies. These potential modifications would be needed to allow traffic exiting the freeways to safely and efficiently complete the required merging and weaving movements, as well as to provide appropriate turn-lane lengths at the E. 55th Street intersection. This would require realignment of the freeways and interchange ramps, reconstruction of a railroad bridge, as well as other structures associated with the existing four-level interchange. These modifications would be extremely expensive and could create negative effects to residences and businesses in other locations. In addition, the traffic analysis indicates that West Alternate A would require a 9-lane (I-490/Proposed Boulevard) by 8-lane (E. 55th Street) footprint to achieve desired traffic operations. This would negatively affect pedestrian safety, as well as mobility and access GCRTA station and the surrounding neighborhoods. For these reasons, West Alternate A was eliminated from additional study.
- A: It's important that businesses such as Orlando Bakery are accommodated and remain in the area to continue to provide jobs and serve as a hub in the area along with Miceli's.
- A: I feel that being (is) a wise choice. That is a very dangerous intersection. Also, it might free up the long line starting at Woodland Avenue and E. 55th to get on the highway.
- A: I think the decisions made for this section are great.
- A: I feel this improvement is necessary.
- A: I don't drive the freeway anymore, but I know you will make it safe for my family. At rush hour, E. 55th Street is a nightmare right now!
- A: Nice suggestions by graph and video.



A: West section would be a good area to connect with East 55th freeway. Very old area needs to be improved and modernized. Problem with Cleveland is no one wants anything modernized or cleaned up or improved for the betterment of the City.

A: It is the only logical route.

A: Yes

A: I support Alt C

A: A: A: A: A: A: A: No

A: A: A: A: A: A: A: A: A: A: A: A: A: No response

→ The above comments were incorporated into the project file.

Q: In the Central Section, Alternate B (continuous Woodland Avenue) was chosen to be included in the Recommended Preferred Alternative. Do you have any comments or concerns about this choice?

A: Across all sections, minimize roadway width to the extent possible. Do we need 13' wide lanes? Will the sections at intersections create unreasonable crossing distances for pedestrians? Can we install 10' multi-use paths on both sides of the street? Also, we should be careful to accommodate planned or future RTA service.

→ The number of lanes required for the proposed roadway was determined based on projected future traffic volumes certified by ODOT. To meet current ODOT design standards for urban arterial roads, the proposed boulevard will have 11' turn lanes (where applicable), 12' through lanes, and 13' curb lanes which includes a 1' shoulder. The specific details of proposed pedestrian and bicycle facilities within the project corridor were coordinated closely with both the City of Cleveland and the Community Development Corporations. Earlier design concepts for the roadway evaluated the possibility of providing an even wider outside lane for dedicated bicycle lanes or shared use between bicycles and vehicular traffic. However, based on input from the City and the Community Development Corporations, the width of the outside travel lanes was ultimately reduced to minimize the amount of impervious surface associated with the roadway.

Based on an evaluation of existing and planned uses, as well as origins and destinations, it was determined that anticipated bicycle demand could be safely and efficiently accommodated through a multi-purpose path on the south side of the corridor, as well as a wider outside roadway travel lane. These facilities would provide viable travel options for both novice and more experience bicycle riders.

The proposed project will also include appropriate accommodations for safe and efficient pedestrian crossings within the corridor. Additionally, traffic signals would be timed to allow pedestrians adequate time to safely cross all lanes of traffic.

GCRTA is a member of the project Steering Committee and has expressed an interest in providing transit service along the corridor. It is too early to have discussions on specific RTA route additions or changes, but these discussions will continue through completion of design to determine exactly how the existing and planned transit service would interface with the proposed roadway.

A: I hope the repaving of Woodland Avenue that is included in the target area will be done.

→ Woodland Avenue would be repaved at its intersection with the proposed boulevard. Repairing pavement outside of the project limits is outside of the scope of the project. Comments regarding issues outside the scope of this project were forwarded to the City of Cleveland.

A: Public Art



- ODOT and the City of Cleveland recognize that public art and aesthetic enhancements are important to the public. The input and comments received during the public meetings and throughout the project development process will be summarized and evaluated at the appropriate time in the design process.
- A: Regarding Bruder (Woodland Avenue and E. 89th Street), this is an important facility that serves the construction industry. The plan calls for removal of their building but only a corner of the site. I'd recommended that they be encouraged to stay on their site with a new location for their building to be replaced. We should want to preserve a viable existing business.
- A: Do you have any idea what it will cost us to move our company not to mention the good will established by being in the same location for three generations (Bruder)?
- From the start of the project, the City and ODOT were focused on avoiding and minimizing impacts to business properties as much as possible. However, according to the current designs, this specific property would be impacted by the project. State and Federal policies are in-place to protect the interests and rights of property owners and tenants affected by the proposed project. Based on a Relocation Assistance Program study developed for the project, opportunities exist for existing businesses to be relocated to new locations within and adjacent to the project study area.
- A: We (Farm House Foods) need Woodland to remain an undivided road (no median). Semis are required to back in to our lot and they need to stop both directions of traffic at the same time. We need Kennedy (behind our buildings) to stay open as an access to E. 89th Street. We need our rear exit via Kennedy to E. 89th for car and truck traffic.
- In the Recommended Preferred Alternative, a median is only proposed on the new boulevard; Woodland Avenue will remain an undivided roadway as it is today. The current design plans also leave a connection to Kennedy Avenue via E. 89th Street from the south. E. 89th Street would not directly connect to the proposed boulevard. A cul-de-sac would be constructed on E. 89th Street just north of its intersection with Kennedy Avenue.
- A: I would like to know if Hill Place would be bought out and residents relocated. My phone number is 216-432-9934. I live in the central section.
- Hill Place townhomes, located near E. 75th Street and Woodland Avenue, will not be affected by the proposed project. The proposed alignment runs further south in vicinity of Grand Avenue and Rawlings Avenue.
- A: Miceli's thanks you for working with us to move to corridor as far northwest as possible to avoid our expansion area and to provide us with truck access and truck staging to our new milk intake center. This will allow us to keep our jobs in Cleveland where we want to remain and grow.
- A: I own a business directly impacted by this choice. I have no issues with the route, I only ask that I am treated fairly and in a timely manner.
- A: I am pleased that Woodland Avenue remains connected.
- A: It's good that Woodland continues uninterrupted.
- A: Established routes of travel are better to remain to serve a purpose.
- A: I would love to keep Woodland connected.
- A: Leave Woodland alone!
- A: Another section where housing exist. Road improvement in this city is greatly needed, not continuous patch work; whether freeway, 4-6 lane road or bridge work, we need improvement. That's why no one wants to drive through these areas now.

A: Seems feasible by graph and video.

A: Agree with selection of Alternate B.

A: I support Alt B.

A: The decisions made for this section are great as well.

A: This is best.

A: A: A: A: A: No

A: A: A: A: A: A: A: A: A: A: A: A: A: A: A: A: No response

→ The above comments were incorporated into the project file.

Q: In the East Section, Alternate C (widen E.105th Street to the east) was chosen to be included in the Recommended Preferred Alternative. Do you have any comments or concerns about this choice?

A: Leave it as is and improve the sidewalks.

→ In order to provide adequate capacity based on traffic projections, E. 105th Street will need widened to achieve desired traffic operations. As part of the proposed widening, new sidewalks, a multi-purpose path, street trees, and lighting would also be constructed along E. 105th Street.

A: Why to the east? Will this need to shift back to the center or west once north of Cedar? Carnegie?

→ East Alternate C widens E. 105th Street to the east from Quincy Avenue to just north of Cedar Avenue to minimize impacts to existing homes and businesses. North of Cedar Avenue, the roadway widening would vary along both the east and west side of E. 105th Street through the Chester Avenue intersection to avoid impacts to existing commercial and institutional (i.e., churches, schools, etc.) buildings. Of the three alternatives evaluated in the East Section, Alternate C had the least overall impacts.

A: My concern is my street (E. 103rd) has lots of empty fields and abandoned houses. Since you all are not including it in the project, is there any plans to revitalize the street because it's nonsense to have a nice street but everything else is not nice.

→ One specific purpose of the Opportunity Corridor project is to provide improved transportation infrastructure to support planned economic development within a historically undeserved, economically depressed area of the City of Cleveland. Specific efforts associated with economic development and community revitalization are being led by the City of Cleveland and Greater Cleveland Partnership (GCP) as a separate, but related, initiative. These efforts are being coordinated with the Community Development Corporations (CDCs), including the Fairfax Renaissance Development Corporation, and include the area around E. 103rd Street.

A: More public art.

→ ODOT and the City of Cleveland recognize that public art and aesthetic enhancements are important to the public. The input and comments received during the public meetings and throughout the project development process will be summarized and evaluated at the appropriate time in the design process.

A: A spill off route for eastbound traffic should be parallel to the bridge over to the street Norman. Twenty cars backed up could enter 105th street north of Quebec or travel west on Quebec. Need could be to avoid constant left turns down Quincy.



→ The proposed boulevard will include several at-grade intersections (i.e., intersections of roadways at the same elevation) with existing arterial roadways such as E. 55th Street, Kinsman Avenue, E. 75th Street, Buckeye Road, Woodland Avenue, E. 93rd Street, and Quincy Avenue/E. 105th Street. These intersections would provide increased transportation connectivity in the study area which results in several possible routes to reach a desired destination. By providing transportation users with multiple routes, traffic is able to better disperse across the network, and users may notice an overall improvement to the efficiency of the network.

A: Do they not have a Euclid Corridor stretch from downtown out Euclid? Improve these other areas.

→ The purpose of Euclid Corridor Transportation Project was to support economic development within the Euclid Avenue Corridor by connecting the region's two largest employment centers - downtown and University Circle. Improvement of transportation infrastructure within this corridor was intended provide a better linkage between hotels, major employers, and venues in Cleveland's central business district with the cultural institutions, colleges, and hospitals in University Circle. The Opportunity Corridor is similar in that it would provide transportation infrastructure to support existing and planned economic development. However, the specific transportation needs to be addressed by the project are quite different. These needs include improving access and mobility between I-77 and the University Circle in an area commonly referred to as the "Forgotten Triangle."

A: Seems great by graph and video.

A: A great opportunity to make E. 105th St. pedestrian friendly.

A: Agree with selection of Alternate C.

A: An excellent decision. This will greatly improve the connection route to all points in the target areas.

A: Logical route.

A: Not yet.

A: No, this is good.

A: I support Alt D.

A: A: A: A: A: A: A: A: A: No.

A: A: A: A: A: A: A: A: A: A: A: A: A: A: A: A: A: No Response

→ The above comments were incorporated into the project file.

Q: Do you have any additional comments on the Opportunity Corridor project?

A: Bike lanes should remain on the roadway with appropriate making/signage. Moving bikes to pedestrian path reduces this efficient mode of transportation to recreation and risks bike/pedestrian collisions.

A: It is very hard to access connections to other neighborhoods safely via bicycle; having a bicycle is very important to my community...and of course, more art! Thank you for this project.

→ ODOT recognizes the importance of accommodating all types of transportation system users. The specific details of proposed pedestrian and bicycle facilities within the project corridor were coordinated closely with both the City of Cleveland and the Community Development Corporations. Earlier design concepts for the roadway evaluated the possibility of providing an even wider outside lane for dedicated bicycle lanes or for shared use between bicycles and vehicular traffic. However, based on input from the City and the Community Development



Corporations, the width of the outside travel lanes was ultimately reduced to minimize the amount of impervious surface associated with the roadway.

Based on an evaluation of existing and planned uses, as well as origins and destinations, it was determined that anticipated bicycle demand could be safely and efficiently accommodated through a multi-purpose path on the south side of the corridor, as well as a wider outside roadway travel lane. These facilities would provide viable travel options for both novice and more experience bicycle riders.

ODOT and the City of Cleveland recognize that public art and aesthetic enhancements are important to the public. The input and comments received during the public meetings and throughout the project development process will be summarized and evaluated at the appropriate time in the design process.

A: Once the route is locked in we should focus on the community/economic development aspects of the project.

A: Happy to see emphasis on landscape elements (lighting, benches, etc) and green infrastructure in the sample sections. Zoning and land use questions are very important now and moving forward. Think about some more progressive codes, in addition to basic zoning classes.

A: What will be the zoning types of developments? The effect of increased traffic on side streets?

→ The City of Cleveland and Greater Cleveland Partnership, in cooperation with the Community Development Corporations, has and will continue to look at land-use and development within the study area. Although zoning types are not finalized, there is an adopted land-use plan that shows several types of future land uses within the project study area. These future land uses include office, light industrial, residential, and mixed-use in certain areas.

Estimated traffic volumes were determined along the proposed roadway and the intersecting streets, followed by traffic analysis to ensure that adequate capacity is provided along the roadway network. The traffic volumes were certified by ODOT.

A: The proposed typical section should be designed for expansion to 6-lane section in the future. Please include bike lanes in both directions in roadway section.

→ The proposed typical section and lane use requirements are based on estimated future traffic volumes which include traffic projections for anticipated development along the corridor.

The proposed typical section of the roadway includes a multipurpose path along the southern right-of-way and a sidewalk along the northern right-of-way. This was preferred by the Steering Committee as a safer option to on-street bike lanes.

A: Will the GCRTA service the corridor?

→ GCRTA is a member of the project Steering Committee and has expressed an interest in providing transit service along the corridor. At this point, it is too early to have discussions on specific RTA route additions or changes, but these discussions will continue through completion of design to determine exactly how the existing and planned transit service would interface with the proposed roadway.

A: Will the residents of the affected neighborhoods have employment opportunities with this project?

A: Who do I call for work on this project?



- A: AFL-CIO-Labor, "North Shore". Have someone contact me regarding a job to help build. Local resident. I'm a builder.
- A: I am developing a skills bank for Fairfax and Kinsman neighborhoods. Would like to speak to someone regarding the types of jobs that will be created (construction) and what skills will be needed so that our neighborhoods will get a jump start on training and upgrading needed skills.
- Efforts associated with economic development and workforce development are being led by the City of Cleveland and Greater Cleveland Partnership (GCP) as a separate, but related, initiative. If planned development occurs in the study area, it could create more local jobs in both the short-term and the long-term. In addition to the construction jobs to build the proposed boulevard (short-term), future land development activity could provide other types of construction and permanent job opportunities (long-term).
- A: My concern is the house appraisal and employment for the citizens who will be out of a job. Will we as homeowners get the price our house is worth or will we be offered a price you think the house is worth? I want the people's needs to be met. Will this project affect the church? Will it be too noisy, cars, trucks, etc when the freeway is built?
- From the start of the project, the City and ODOT have been and will continue to be focused on avoiding and minimizing impacts to residential and business properties as much as possible. However, according to the current designs, private property would be needed to construct the Opportunity Corridor project. State and Federal policies are in-place to protect the interests and rights of home and business owners affected by the proposed project.
- A detailed noise study was subsequently completed and potential noise barriers identified in accordance with ODOT policies. Additional public involvement will be conducted to determine if noise walls are desired by the affected property owners and aesthetics of the walls (if necessary).
- A: Coordinated traffic lights with flashing lights at night.
- The traffic signals along the proposed boulevard would be coordinated based on analysis using traffic modeling software. Traffic signal timings would be determined during the final design phase of the project.
- A: We have a problem with flooding, after heavy rain, on Woodland in front of our building. Hopefully this can be alleviated with the improvements to the Woodland/E. 89th intersection.
- The Woodland/E. 89th Street intersection would be rebuilt as part of the proposed project, and the final design would ensure proper drainage in this area.
- A: Concern about the removal of the bridge at E. 89th Street at Woodland Avenue. If there is no longer a bridge there, you will need to have a pedestrian walkway and a bike path so that the people north of Woodland can get to the Rec Center on Woodland and to Buckeye Road.
- ODOT recognizes the importance of accommodating all types of transportation system users. There may be opportunities to accommodate a non-motorized connection in the area of E. 89th Street as part of the project. ODOT calculated that the additional walking times to the Ken Johnson Recreation Center would increase by a maximum of 7 minutes for a limited population group. These findings were presented to the project Steering Committee and subsequently to the city of Cleveland, as the maintaining agency, for consideration. The findings of this assessment will be presented at the public hearing on the DEIS.
- A: What they could have done was building a 4-6 lane road across to E. 55th St over to Woodland and Central, straight up to E. 105th Street from the East 55th Rapid Station. (Included sketch)

- This alternative was considered during Step 4 of the Project Development Process as Conceptual Alternative 1. However, it was dismissed due to its inability to meet elements of the project's purpose and need. More specifically, it would not support the development and redevelopment of large vacant tracts of industrial and residential land contained in the development districts identified by the City of Cleveland south of the GCRTA trench. This alternative would have resulted in relatively high community impacts associated with the widening of Woodland Avenue. These impacts would have included displacement of community facilities, cemeteries, and churches.
- A: Yes, I see a better route. My suggested route would "save" two viable businesses from relocating. Also, I believe there would be dollar savings.
- From the start of the project, ODOT and the City of Cleveland have been and will continue to be focused on avoiding and minimizing impacts to residential and business properties as much as possible. In certain areas, relocation of existing homes and businesses could not be avoided. State and Federal policies are in-place to protect the interests and rights of home and business owners affected by the proposed project.
- A: Please keep me informed as to your progress on the project.
- A: Please call me or e-mail me if the next meeting will be different. I'm so tired of the same people with the same argument. By the look of their homes, they should be holding meetings inviting you to hurry up and buy them! This is now "2011." There are only 3 homes on my street, time for change.
- A public hearing will be held upon the completion of the Draft Environmental Impact Statement (DEIS). Advertising methods similar to those used for previous meetings will be replicated (i.e. newspaper ads, press releases, flier mailings to area residents and property owners, flier placement at community establishments, etc). Also, anyone who has signed in at a previous public meeting will be added to the mailing list for all future project mailings.
- A: Miceli's supports the Opportunity Corridor as is will add to the economic vitality and resurgence of the area.
- A: Nice handout. Good public impact. Nice cycling increase, nice health benefits with walking, Increase public usage with benches, great sustainability aspects (especially SC2019 campaign's stat workgroup participation for me specifically).
- A: I believe in your mission to improve the transportation system through to the highest growth area in Cleveland and support the planned growth in the "Old Triangle" business/residential area of Cleveland.
- A: I have long followed the many ups and downs with the extension of I-490 and sometimes give my ideas to ODOT. Your current plans renew my hopes to bring life to Southeast Cleveland. Since 2002 I drive weekdays every week to volunteer working at the Slovak Institute (SIL), locked in the Abbey building on the campus of Benedictine High School. Just one of my issues is that many of our SIL visitors come from the west side or staying at hotels along I-77 and giving them driving instructions is difficult. Building the road as a boulevard was a great idea because besides adding beauty it helps those living along the route and also adds potential for vacant land development. Recent housing added along Kinsman starting at E. 71st St and jobs at CMHA at E. 84th St was a step in the right direction. Please consider this as my comment sheet your requesting and count me a supporter.

A: I am truly looking forward to the project and making the target areas for construction and improvement one of our city's great historic movements.

A: I believe the project will be very beneficial for the southeast areas of the entire community.

A: If this project takes care of all the problems anticipated, by the population in the area, it would be good (if all parties are treated fairly).

A: Having owned a business in this area for over 15 years, I can say that this would be an amazing opportunity to fully take advantage of our greatest assets in this city, i.e. the hospitals!

A: I am not sure which "alternate" I truly fall into living on the corner of E. 59 and Bower but I want to say - Please buy my house and get me out of here!!! Thanks

A: Not at the moment.

A: A: A: A: A: A: A: A: A: A: A: A: A: A: No response

→ The above comments were incorporated into the project file.

5.0 Project Newsletters

A project newsletter, named “The Link” was developed as a tool to disseminate project information to interested and potentially impacted stakeholders. Two volumes of the newsletter were mailed using the then current versions of the project mailing list. Both volumes were also posted to the project website. The newsletters were utilized to update study area residents and businesses on project progress, status, upcoming events and also to summarize and respond to public comments from previous public involvement activities. Large scale font, simplified text and graphical elements were utilized to enhance stakeholder understanding of newsletter content. Copies of the newsletters are included in **Appendix D**.

5.1 The Link, Volume 1 (Fall 2010)

Volume 1 was mailed to tenants, owners of property in the study area, and other addresses on the project mailing list. Additional copies of the newsletters were distributed to ODOT, the city of Cleveland, GCP and each of the Community Development Corporations (CDCs) within the study area. The newsletter explained the transportation purpose and need of the area and how the Opportunity Corridor would address these issues. The upcoming public meetings were advertised - showing the location, date, and time of each of the six meetings. The format of the meetings was also described. Exhibits in the newsletter included a typical section, maps showing the recommended conceptual alternatives, and a tentative schedule for the next steps of the project. The recommended conceptual alternatives exhibits were accompanied with text describing the logic and potential advantages and impacts of the alignments. The previous public meetings in 2009 were described, along with a description of the most common comments received. Contact information was also provided for ODOT, as well as the project website address.

5.2 The Link, Volume 2 (Fall 2012)

Volume 2 was distributed using the project mailing list in late October 2012. An extra 50 copies of the newsletters were distributed to ODOT District 12, the City of Cleveland, GCP, and each of the CDC's within the study area. The newsletter provided a brief summary of the last public meeting and changes in the preferred alternative, which included:

- Revisions to the number of lanes based on additional traffic analyses
- Alignment change between E. 79th Street and Kinsman Road to allow for planned business expansion.
- Closure of the east leg of Quincy Avenue between E. 105th Street and Woodhill Road to avoid impacting nearby railroads.

Graphics were utilized to support these items. The newsletter addressed the most common comments from the last public meeting and introduced the EIS. It also showed a graphic overview of the entire project and a typical section of the boulevard. A tentative schedule for the development of the EIS was shown, as well as contact information for the ODOT and the project website address.

6.0 Project Mailing List

ODOT developed and maintained a mailing list for the project. The mailing list was initially developed using property owner tax mailing addresses for each parcel within the study area available from Cuyahoga County. This list was utilized by ODOT for the distribution of property owner notification letters for environmental field studies. It was also utilized by Greater Cleveland Partnership to send a project introduction letter to each property owner. Finally, the list was utilized as a notification for the first series of public meetings. Throughout the course of the project, the mailing list was updated to include the names and addresses of individuals who signed in and provided addresses at public meetings, business meetings and community meetings. Additionally, the mailing list was updated based on individual requests to ODOT via email, telephone or individual meetings.

Subsequent to the first series of public meetings, the mailing list was expanded through the incorporation of US Postal Service carrier route data by a letter service company. This expanded version of the mailing list was utilized for the mailing of the first project newsletter, which was also the advertisement for the second series of public meetings. Following the second public meeting, the mailing list was again updated to include individuals that provided names and addresses at the meetings.

Subsequent to the second series of public meetings, the mailing list was again refined. Updated property ownership data was obtained from Cuyahoga County. Additional postal service carrier route data was obtained by ODOT, and a street by street review of addresses was incorporated into the database. This refined version of the mailing list was utilized for the second project newsletter.

ODOT continues to maintain and refine the project mailing list. In addition, returned mailings were tallied and maintained within the project mailing list database.

7.0 Project Website

ODOT developed and maintained a project website for Opportunity Corridor. The website serves as a repository of current and historic information. Links to the project website were included in public meeting presentations and the project newsletters. The following represents information available on the project website:

- Steering Committee Members and committee meeting presentations
- Public meeting information presentations, exhibits and comment forms
- Project fact sheet
- Project schedule
- ODOT project development process flowchart
- Project newsletters
- Property acquisition brochures
- Frequently Asked Question sheet
- Traffic simulation video
- Conceptual Alternatives Study Report
- Recommended preferred alternative exhibits
- Alternatives evaluation matrices
- 2012 oblique aerial photography along recommended preferred alternative
- ODOT project contact information
- Upcoming public meeting information (posted when available)

Current and historic information is maintained on the project website to provide additional opportunities for interested parties to learn more about the project and make comments.



8.0 Media Coverage

Various forms of media coverage were utilized throughout the life of the Opportunity Corridor project. These include newspaper, newsletter, television, radio, website, and magazine coverage. Various sources were utilized to advertise and promote public meetings and are documented elsewhere within this document. In addition to meeting advertisements, the project has been the source of numerous articles, editorials, press releases, interviews and features. Sources have included:

- Cleveland Plain Dealer (daily newspaper and Cleveland.com)
- Cleveland Call and Post (weekly newspaper)
- Crain's Cleveland Business (weekly magazine)
- COSE Update Magazine (monthly magazine)
- Community development corporation magazine articles (various)
- ODOT and City of Cleveland press releases
- Television news stories (various sources)
- WCPN 90.3 interview (NPR radio)

Examples of media articles for the project are included in **Appendix E**.

9.0 Public Comments

Public comments were received during and following the business coordination meeting, the five community meetings and the three series of public meetings for Opportunity Corridor. During the course of the study ODOT also received additional public comments, questions and requests for information, or requests for a meeting. Typically, these were specific to impacts to individual properties and businesses. When appropriate, ODOT responded to the requests and comments via telephone, email or letter. Meetings were also conducted by ODOT with the stakeholders when appropriate. Available documentation of responses is included in **Appendix F**.



10.0 Public Hearing

A public hearing will be conducted for the Opportunity Corridor in the Spring of 2013 to present the refinements to the preferred alternative since the last round of public meetings, and to present and solicit comments to the Draft Environmental Impact Statement (DEIS). It is anticipated that the public hearing will be conducted at Mt. Sinai Baptist Church, 7510 Woodland Avenue. This facility is located mid-way along the corridor and in close proximity to the preferred alternative alignment. The facility has also been utilized during each of the three previous rounds of public meetings, with good attendance each time. The facility is easily recognizable in the community, provides ample parking and is ADA assessable. The sanctuary also has ample seating capacity for a large meeting, a built-in audio visual system for a presentation and available space for public meeting display boards.

Advertising for the hearing will be performed similar to the previous public meetings and in accordance with ODOT requirements. Legal notices, press and media releases, and flier distribution will be performed. In addition, certified letters will be sent to each of the impacted property owners.



11.0 Summary

An extensive public involvement (PI) program was utilized for the Cleveland Opportunity Corridor project during the early planning and alternatives development phases of the project. Public Involvement activities were evaluated and refined throughout the study to ensure opportunities for meaningful participation from all project stakeholders. Project stakeholders were engaged through a combination of Steering Committee meetings, group stakeholder meetings and individual stakeholder meetings. One business meeting, five neighborhood meetings and three series of public meetings were conducted during which public comments were obtained. A total of 764 attendees signed in at least one of these meetings. Of these 764 attendees, 262 (34%) provided a home or work address within the study area boundary. There were 135 attendees that attended multiple meetings. A total of 629 unique individuals participated in the meetings.

Project information was also disseminated to stakeholders through other media sources. A mailing list was developed, expanded and refined to include property owners and property addresses within the study area as well as individuals outside the study area that signed in at public meetings, provided comments or requested information from ODOT. The mailing list was utilized throughout the study to send project notification letters, a project introduction letter and two project newsletters. A project website was also created and maintained by ODOT that provided updated project information following milestone activities. Local news media sources including television, radio and print media also provided project coverage throughout the study.

A public hearing will be performed in the Spring of 2013 to present the Draft Environmental Impact Statement for the project and to solicit additional public comment.

